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MODERN CYCLE

MODERN CYCLE

March, 1973 PDC 75¢

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HEAD-TO-HEAD-TO-HEAD: YAMAHA 175 SUZUKI 185 KAWASAKI 175

CLOSE-UPS OF THE SUZUKI MOTOCROSSERS

The AMA-FIM INTERNATIONAL

TWO-DAYS TRIAL

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MODERN CYCLE

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MARCH, 1973

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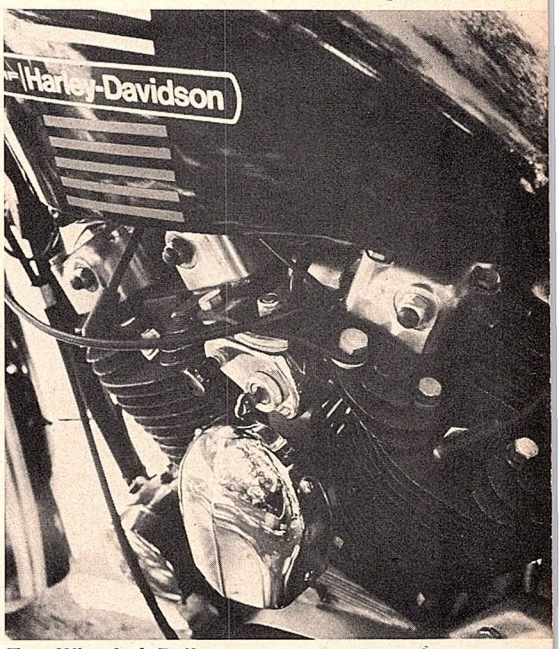

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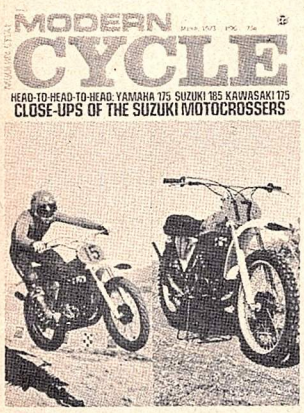

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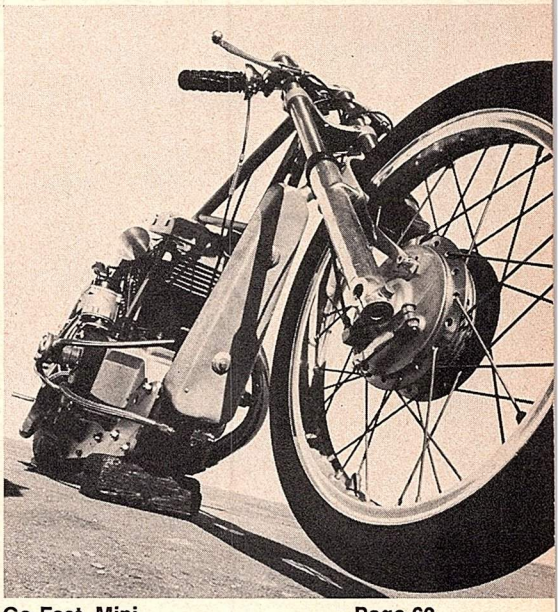

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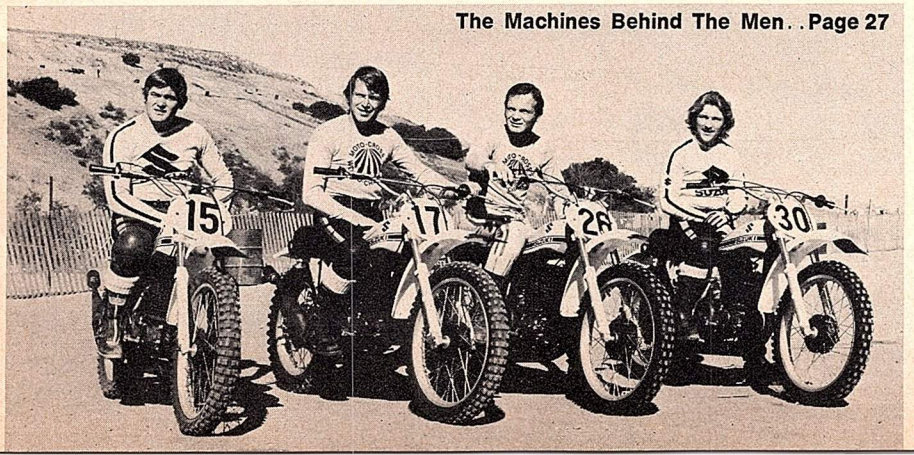
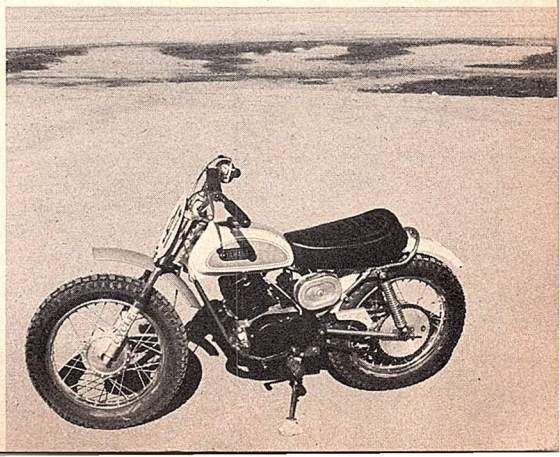




SAFE RIDING

A significant reduction in accidents among beginning motorcyclists by 1974 was recently predicted through free safety education programs recently announced by Yamaha International Corporation.

With the theme, "Learn To Ride Safely," the program uses safety education teams expected to reach 250,000 Americans in more than 65 major cities during this year. According to Yamaha, a free national safety program of this scope has never been attempted despite the increasing rate of motorcycle accidents.

The program is receiving support of private and governmental safety organizations and has been commended as a "positive, action-oriented safety effort," by the National Highway Traffic Safety Administration.

The aim of the program is to send qualified motorcycle safety instructors into major American cities, providing safe riding instruction to persons just learning to ride," Yamaha Motorcycle Division Vice President, Terry L. Tiernan, said. "Instead of waiting for beginners to come to us, we're taking safe riding instruction to them."

The importance of reaching beginning riders was stressed. Statistics show that nearly 60 percent of all motorcycle accidents occur during a person's first six weeks of riding. It has become evident that beginning riders just aren't being told how to safely operate their motorcycles. The program is designed to reach these people, whether motorcyclists or not, with adequate safety training.

The program was tested in Denver last summer, and it proved so successful that it was endorsed by leading governmental and private safety organizations in Colorado. Two further pilot tests of the program were conducted in Florida this past winter.

So far, nearly five thousand people have been instructed in the basics of safe motorcycle riding. By now, the program is well into its 65 city swing throughout the country. Below is a list of the cities in which the program will be offered, and the dates on which they will occur.

The programs will take place on Saturdays and Sundays, from 10:00 a.m. to 5:00 p.m., and there is no charge for admission. The course of instruction will consist of: Orientation on motorcycles and motorcycling. A familiarization session with a motorcycle; learning controls and safety features. Personal instruction on safe riding by qualified instructors. Familiarization with proper dress for safe motorcycling. A supervised riding session for the first-time motorcyclist. A question and answer session. And, finally, certification upon completion of the safety session.

More information on this program can be obtained by contacting the Yamaha dealer in your area.

February 17-18—El Paso

February 24-25—Orlando

March 3-4—Phoenix

March 10-11—Pensacola/Mobile

March 17-18—Albuquerque

March 24-25—Shreveport

March 31-April 1—Dallas/Grand Rapids

April 7-8—Atlanta

April 14-15—Oklahoma City & Flint

April 28-29—Tulsa/Charleston/Detroit

May 12-13—Wichita/Columbus/Cleveland

May 26-27—Denver/Dayton/Pittsburgh

June 9-10—Colorado Springs/Indianapolis/Altoona

June 23-24—Salt Lake City/Evansville/Philadelphia

July 7-8—Boise/St. Louis/Washington, D.C.

a blast from the publisher!

July 21-22—Spokane/Kansas City/New York

August 4-5—Seattle/Des Moines/Boston

August 18-19—Yakima/Cedar Rapids/Syracuse

September 1-2—Portland/Davenport/Harrisburg

September 15-16—Eugene/Springfield/Roanoke

September 29-30—Sacramento/Nashville/Richmond

October 13-14—San Rafael/Chattanooga/Charlotte

October 27-28—Oakland/Memphis/Greenville/Spartanburg

November 10-11—San Jose/Birmingham/Greenville/New Bern

December 1-2—Fresno/Little Rock/Miami

December 15-16—Palm Springs/Tampa/Jacksonville

THE FLIP SIDE

As an alternative to Yamaha's intelligent and progressive steps in the interests of safety I offer the following information gleaned from a Safe Driver Newsletter distributed by CNA Financial Corporation. The information (?) is said to have been written by insurance experts.

"This month we turn our safety light on recreation vehicles—snowmobiles and minibikes. The American public is spending more leisure time in exploring woodland trails, crossing barren stretches of territory, or climbing rugged hills—all for the fun of it. But these vehicles that are used to traverse different types of geography have something in common—both are potentially dangerous and require skilled driving.

"Geared to speedy operation over terrain which contains concealed or visible humps, bumps, and depressions, tree stumps, rocks, shifting soil and wire fences, the injuries from riding these vehicles are rapidly increasing. The deafening noise generated by their motors usually obliterates any warning of another vehicle's approach. Poor visibility is usually considered a challenge, and the exhilaration of speed may lead to a daredevil attitude.

"Since many of you will be purchasing this equipment in the near future, we would like to offer some safety recommendations:

1. Closely review your human factors before you make a selection—your height and weight, ability to reach controls from a comfortable position; all should be considered.
2. Make sure that the padding or cushioning on seats is more than adequate. Handlebars should also have padding.
3. The steering bar should be easy to maneuver especially in tight turns, and there should be clearance between it and the operator's legs.
4. Make sure a deadman's switch or preferable flexible tether cord is attached to the operator's wrist is provided.
5. Braking systems of the true disc type are preferable over systems operating a friction pad against the torque converter wheel.
6. Reflectors should be incorporated on both the machine and personal riding clothing."

You and I can laugh at some of the misinformation contained in this so called Safety Newsletter. Unfortunately, the average person, unfamiliar with the needs of a motorcyclist, might take this material as the gospel truth. The fact that this drivel was written by insurance safety experts will lend it much weight. It's unfortunate that our sport is the target of so many misguided experts. ●

THE NEW SHERPA T 350

Bultaco has always set the trend in the trials world so when we say it's time to make a change...you'd better believe it! When we first made a 250 two-stroker, for example, the "experts" laughed and told us that a trials bike just HAD to be a four-stroke "thumper". How many of those thumpers do you see these days?
Now we're getting back to the thumper-type power, however, with our latest Sherpa 'T' 350. But we're combining that sort of power with the light weight and precise steering of our famed 250. That's why we say it's time to change from the two-fifties. Because our new 350 does anything that the two-fifties can...and does it a whole lot better!

BULTACO
Silverado, California

European Scene

The latest Montesa Cota trials 250 to reach England is notable and distinguishable by having its foot-change lever on the left-hand side of the cogbox, thus falling into line with the majority of other trials and motocross machinery and which it is known will be a "must" in the U.S. for reasons of safety (the object being a standardization of all cycle controls). English riders have for generations chosen the right-hand gear operation as the best method. This is based on the assumption that majorities are right-handed/footed and the most-used foot control in competition being the gearchange lever. The lever is best operated on the right. The conflict then arises that when the gearchange position is reversed, the foot brake pedal must also be changed over which gives (so it is said) an imbalance on brake operation which thus becomes right foot and right hand. If one argues that such changes make no difference to machine control or operation, why not put the twist-grip throttle on the left . . . ?

One must give it to the Montesa factory in keeping abreast of market demand. Following their introduction of the 50cc mini-bikes for 8- to 10-year-olds and the 125 trials Cota (now to meet the British ban on 16-year-olds riding other than mopeds—pedal assisted—with an engine limit of 50cc) they bring out Model 49 which in size has every appearance of the 125cc. It has a 3-speed foot-operated gearbox and the pedals can be used to start the engine either one-footed as with a normal kick-start or in motion by pedalling with both feet. After the motor has fired the pedals can be folded in a forward locked position and the feet transferred to normal footpegs which are of the folding type. The appeal to 16-year-olds is that the whole plot really looks the part of a real motorcycle and not just a pedal cycle with an engine stuck in the frame triangle.

In 1972 the two race meetings offering the largest prize purses ever offered were the U.S. Ottawa and Italian Imola meetings. Already Imola has listed for 1973 as rewards a total prize take of $65,000. So, we await news of the Ottawa offering.

The Italian Aermacchi factory, 50 percent owned by Harley-Davidson, now goes entirely into the U.S. makers fold. The result will see the Aermacchi name disappear, being replaced by AMF/Harley-Davidson; the AMF part indicating American Machinery and Foundry, the giant parent company of Harley.

It was known that Suzuki, as licensees for the revolutionary Wankel engine, were almost ready to show its prototype version, but at the Japanese Motorcycle Show it was Yamaha which pulled the big surprise having on exhibition its double rotor, water-cooled Wankel model. Power is claimed as 68 bhp at 6,500 rpm. The reason for Suzuki not showing its Wankel device was said to be prior information of Yamaha's intentions, and that the Suzuki versions would rate a poor second to the Yamaha. Licenses for the manufacture of the Wankel are strictly limited to each grantee to the extent that sales are restricted to stated countries and that power output in the case of motorcycles does not infiltrate into the automobile scene where, for example, the Japanese Mazda giant has turned out 350,000 Wankel powered autos. The Yamaha license is limited to sales in Japan, U.S., Canada and Mexico, whilst the BSA license restricts to the U.K. and certain traditional British overseas markets.

As further evidence that Italy will once more prove a force in the racing scene (and for world sales in the bigger power bracket) is emphasized with a follow-up to the big Formula Ducati 750 by the new Benelli 6-cylinder across frame monster with a 75 bhp tag at 9,000 rpm. In styling it is a copy of the racing Honda 6 and, in fact, the Benelli factory admit that its sales are aimed at the big market dominated by the Japanese.

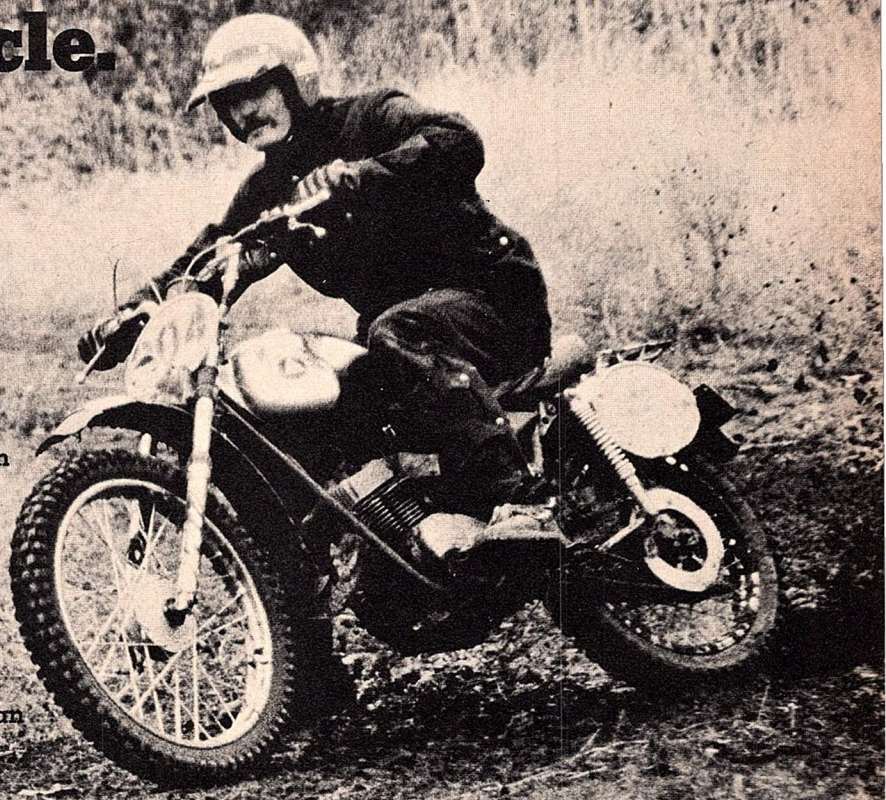
The 250cc World Road Race Champion has, as expected, signed up with Yamaha for the 1973 season with a knock at the FIM-approved Formula 750cc a likely target. Already, Sweden, U.S.A., Britain and Italy have agreed to stage this new class.

Whilst the BSA/Triumph partnership is still seeking financial aid in its come-back plans, the rival Norton-Villiers firm report a 50 percent increase in cycle sales and increased annual profits for the year.

The annual British Experts Trial was voted the toughest of them all, and when such stars as Gordon Farley Montesa's Number One called it a day then it was really tough. Angry protests were aimed at Bob Collier the Clerk of the Course responsible for the remarks hurled . . . "Absolute madness," "Diabolical," were some of the more printable descriptions given to the trial. The organizer was not repentant, he promised tougher fare in 1973. Winner was favorite Malcolm Rathmell (Bultaco 250), who lost a high total of 73 marks. Second came David Thorpe (Ossa 250), third Richard Sunter (Ossa 250)—this an almost unknown—and, fourth Steve Wilson (Ossa 250)—a promising speedway rider who has been well placed in many big trials. Fifth placeman J. Hemingway was a surprise as he was only mounted on the 125cc version of the Montesa Cota, and to beat such top trials men as Wilkinson, Lampkin brothers (M & A),

(Text continued on page 72)

Here's solid evidence that a no-compromise attitude in design, quality and performance produces a better motorcycle. The durable, dependable HODAKA.



An invincible philosophy of sticking to one basic, proven design and improving on it has created a unique motorcycle.

Hodaka is an attitude.

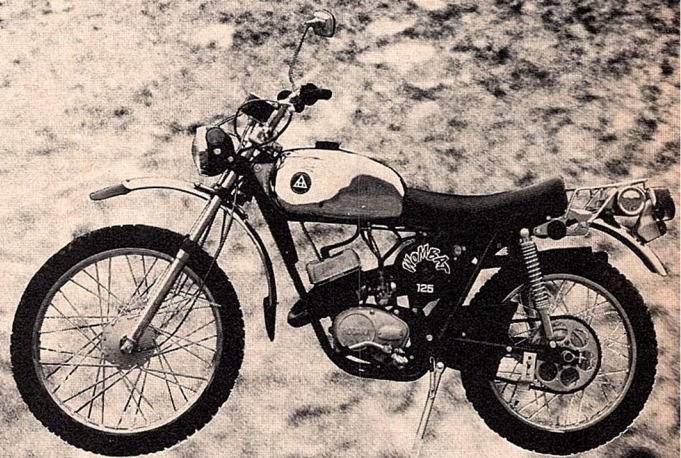
On the part of the engineers and the factory . . . one of unhurried, critical quality control. Form following function rather than trend . . . and performance and durability meeting severe testing criteria rather than merely matching competing models.

It's an attitude on the part of Hodaka riders . . . an attitude that owning Hodaka marks them as knowledgeable motorcyclists who have compared and found a durable, dependable performance machine, lacking the aggravation of forced obsolescence.

Hodaka is an honest motorcycle. It's a great Enduro bike because of its superior features, not just because we call it one. There are European lightweight Enduros for hundreds of dollars more and Japanese makes for a few dollars less. Compare their equipment and features carefully. Our no-compromise attitude on quality and engineering makes Hodaka the logical choice. A lasting value.

Let's get down to geometry. A long 52.5 inch wheelbase, 30.75 inch seat height and a crankshaft at only 14.75 inches above ground gives you a low center of gravity and far better handling and balance. Hodaka's folding, serrated steel footpegs adjust so you don't have to peek over your knees or feel like you're being stretched on some medieval rack. No matter what your weight, you won't have your backbone punched through your helmet, because Hodaka's rear shocks are adjustable 6 ways, with 3 spring tensions and 2 upper mount positions.

Hodaka has what it takes to be what's most fun. And we think our no-compromise attitude in building you a Hodaka will result in a no-compromise attitude on your part in making it your choice.



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NUTS AND BOLTS

Dear Sirs:

I've owned a Kawasaki 500, so I'm impartial to your 750 Yamaha/750 Honda match (December, 1972).

1. You contradict yourself (page 39, 2-A).

a) "Both bikes are using the lattest high performance road tire and they need it."

b) You rate the choice of tires better on Yamaha, but you give no explanation.

2. You mislead the public by stating that both bikes are excellent in starting. Did you try manual starts? You can start the Honda with your hand—I did it.

3. The truth gives you a different winner.

4. I bet you don't have guts enough to print this.

John Rockhold
Metairie, La.

I think maybe you should reread beginning on page 37, I definitely rated the Yamaha 750 above the Honda mainly because of its cornering ability. Both bikes have high performance tires that rate in the excellent category, but the Japanese Dunlop found on the Yamaha lays a larger patch on the ground. I gave up using manual cranks for starting motorcycles when they bolted on electric starters. Do you hand crank your automobile? The truth does not give us a different winner unless you're one of those people who believe there is no substitute for having lots of cylinders. Try and convince Cal Rayborn. And we do have the guts to print this, thank you.—Ed.

Dear Mr. Ekins:

I have a Honda Mini Trail 50 and my dad won't let me get a bigger bike. I was wondering how much more power and speed a megaphone and a larger carburetor would give me? The bike goes 33 to 35 and climbs pretty good for a small bike.

Don Zelnick
Hightstown, New Jersey

Ride with more vigor.—Ed.

Dear Mr. Ekins:

I have a Honda CL-100. My friend has a Honda Mini Trail 50. When it comes to hillclimbing the 50 can make it in second and sometimes third. When I try to make it in second, I get stuck; when I down-shift it still doesn't do any good. I just got a tune-up and I have a knobby in the rear and a universal in the front. What shall I do?

Glen Bernstein
Hightstown, New Jersey

Try a countershaft sprocket with one less tooth or several more on the rear sprocket. A gearing change such as this will affect

PENTON

"Built for Champions"

IF YOU THINK PENTONS WERE FAST IN 1972...
TAKE A LOOK AT THE NEW '73 PENTONS!

All through '72 Penton sportcycles raised havoc on the race circuits. Fellows like Chuck Bower, pictured in action on his 125, showed the opposition that Pentons were the machines to beat.

For '73 the new Penton sportcycles will have more power, new air cleaning and a host of other improvements. The 100 and 125cc engines are now factory tuned by Penton and outperform all standard Sachs factory engines. The new Penton/KTM engines are more refined than ever and setting a fast pace all over the country.

When looking for a new sportcycle, look to Penton, the lightweight leader.

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PENTON CENTRAL, Box 2327, Amarillo, Texas 79105
PENTON WEST, 9604 Oates Dr., Sacramento, Calif. 95827

your top speed adversely, but it will help you get up the hills better.—Ed.

Dear Dave:

Recently I read your article about the Shoemaker method of hopping up the Yamaha 175. It sounded very convincing but I was wondering if you could tell me as one motorcycle rider to another if it is really everything the article says. I'm not questioning your truthfulness, I would just like your honest opinion. Thanks for your trouble.

Marc Buonaguidi
Glendale, Calif.

If it didn't work we wouldn't have run the article, honest.—Ed.

Dear Sir:

I have a Harley-Davidson 1971 Rapido. I would like to know if I could install an electronic ignition in my bike. Also, may I have some information about installing one.

Mike Littlefield
Quincy, Calif.

Electronic ignitions as we know them now are not for pointed-type magnetos as found on your Rapido. However, in a future issue of *Modern Cycle* we will be *featuring a scientific breakthrough on this subject in the form of an electronic ignition for your pointed Rapido.—Ed.*

Dear Sirs:

I am 13 years old. I had a little 50cc Harley that I rode till the bolts fell off. I also rode some of my friends bikes. So I'm not new around bikes. When I sold my 50 my father wouldn't let me get another bike. He said there's no place for me to ride, but I have some perfectly legal places to ride and my own money to pay for the bike. My father still says no. What the heck do I do?

Tim Schoener
Dunkirk, New York

Hold your breath until you turn blue.—Ed.

Dear Sirs:

I presently have a Honda SL-100 that I wish to race in motocross, but I have run into a few problems. Like where could I get a plastic or alloy gas tank that would fit in like, or as, a stock tank would? Do you think you could find a place where I could pick up a seat that would reduce the weight of my bike a little and have it a little bit smaller? Could I pick up an aluminum still air box for my bike somewhere? Do you know of any place that makes a pair of serrated spring-loaded pegs? And, where may I ask is a place that offers my bike a good set-up for the engine? I know that you will try to help me as much as possible. I really enjoyed your hop-up of my Honda's bigger brother (the 250) that is gaining an infamous reputation of wiping out the two-strokes at their own game.

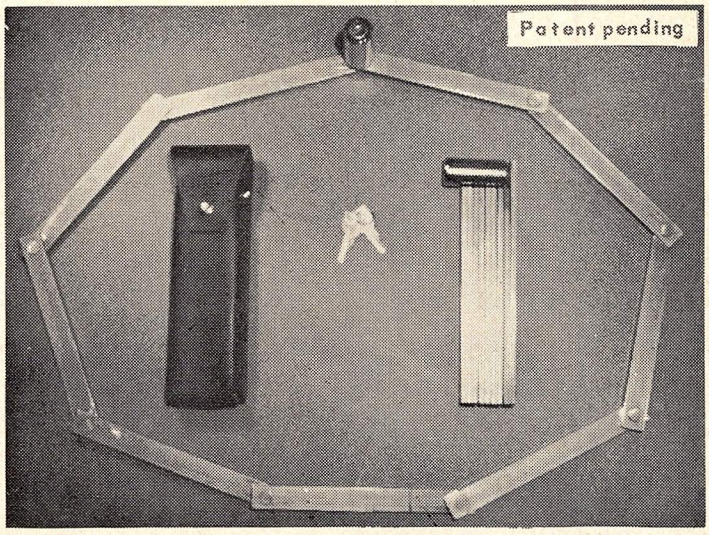
Joseph Alarid
Los Angeles, Calif.

Your slickest move would be to purchase a full-fledged motocrosser. You're money ahead in the long run.—Ed.

(Text continued on page 26)

CAST OFF YOUR CHAINS!

THE SHACKLE IS HERE



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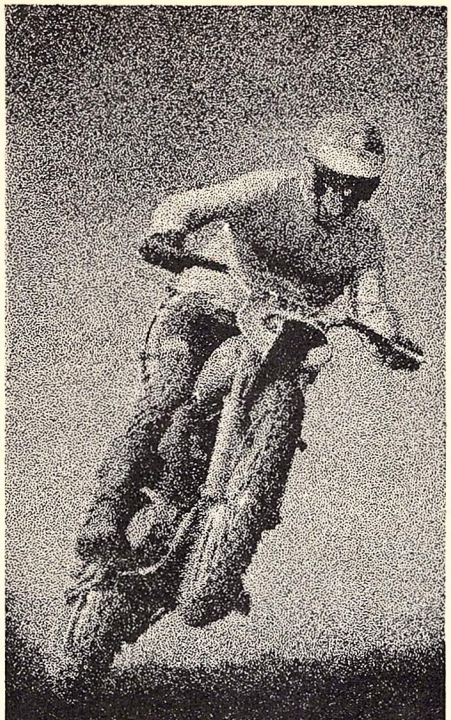

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MC

MAIL

Dear Sir:

In your December issue you had a test on the Honda 750/Four. You talked about a certain magic. Well, I would like to express it in a different way. The 750 is reliable, smooth, strong and indestructible. As you put it in your test so late and near the end. When it comes to reliability you know Honda is tops.

Early in 1969 the 750 became a very respected motorcycle. People weren't sure if they had enough guts to race such a sophisticated piece of machinery. I see no magic but the best in a touring road bike.

I would like to thank you for your time and would like to see this letter in your magazine. Take it easy and keep on biking.

George Howard
Grand Rapids, Mich.

You're welcome, you're seeing it, and we will.

Dear Sirs:

I have read in a recent advertisement by Suzuki that stated the World Championship motocross bike cost $15,000. I know Suzuki (anybody for that matter) does not make a production motocross bike that cost $15,000. If this is true could you give a few reasons why it is so expensive?

Mark Denson and
Ray Robonette
Irving, Texas

First, the World Championship Suzuki motocrossers can hardly be considered production bikes. Elsewhere in this issue of Modern Cycle *you'll find the most complete report to date on the exotic Suzukis. After having spent a full day with the machines and their riders we have no idea why they are worth what they are. We do know that the mechanics treat the bikes as though they were made of gold, and photographing certain components on the machines is a definite no-no.*

Dear Sirs:

I have recently been having trouble falling on my left knee when I slide out in a corner. I was wondering if you could tell me if they make a knee pad that would fit over my jeans or under them, and if so where could I purchase one? I do wish you could help me because I am laid up right now with an injured knee and my mother doesn't want me to get back on my bike without some kind of pad. I think you have a great magazine.

Andy Wedgeworth
Houston, Texas

You might try stopping by a sporting goods store and picking up one of those knee pads used by basketball players to protect themselves against floor burns. You also might try perfecting your riding style so that falling down in a left turn is not a foregone conclusion.

Dear Sir:

Thank you for the nice things you said about my announcing the Coliseum Superbowl of Motocross in your November issue. As you've noticed, I do tend to get a little excited when announcing a race but so far all it's led to is more races to announce. Judging from crowd response, the fans like it. Ditto for the riders. So your comments were appreciated.

Incidentally, much of the success of the Coliseum announcing

(Text continued on page 66)

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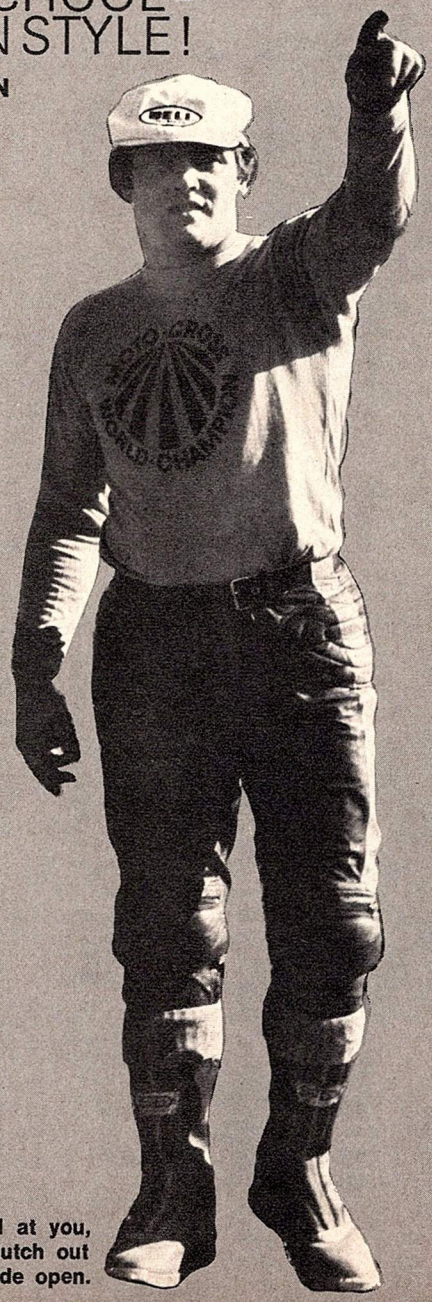
powder puff power

AN ALL-GIRLS MOTOCROSS SCHOOL– WORLD CHAMPION STYLE!

BY JEANNE ALLEN



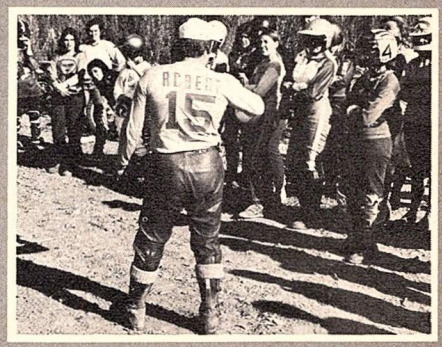
When Joel pointed at you, you'd better get that clutch out and turn the throttle wide open.

This whole thing started out as one of my wild, impossible ideas just one year ago. The only difference between this and other ideas that I've had is that this one really came true!

Joel Robert has always been impressed with the Powder Puff racers in motocross. In Europe there has never been a girl competing in motocross. The 29-year-old six-time 250cc World Champion bopped into my office the last week in November, 1972. Joel was after some pictures of the Powder Puff racers to take back to Belgium for a book about motorcycling in general. The author of this book chose Joel to gather information about motocross activities for a few of the chapters. He felt that it would be of interest to readers in Europe to include a few pics of the Powder Puffers in the United States.

As we spoke together about girl racers the ol' light bulb clicked on in my head about my far-out idea. A motocross school for the Powder Puff set? Naturally! And what better teacher could we have than Joel Robert? His World Championship record speaks for itself. After a half-hour of talking he gave in to the idea.

Note the array of equipment worn by the Powder Puff set. It sure would be great to have leathers, boots, jerseys, etc. that look a little more "girlie."



Joel placed himself at the beginning of a sweeper turn. As you rode by, and perhaps blipped the throttle too much, he would tap you on the throttle hand with that stick. It made everyone remember what not to do.

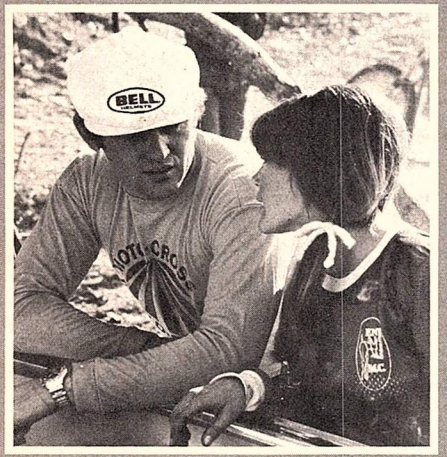
I knew that his schedule in America was tight so I let him pick the date and time. The only problem was that he could only handle 25 girls and I knew a few would feel left out.

I proceeded to be the bad person. I chose the girls for the school knowing which ones would most benefit by the instruction. (Don't worry girls,

Joel on his Puch podium. He imports and distributes this line of motorcycles in Belgium.

there's always a next time. Perhaps this year we can have a larger school with some of Joel's teammates to help him out.)

We all gathered at a small motocross course in Indian Dunes Motorcycle Park in Valencia, California. At the start of the school he didn't even want us on our bikes. Instead, he pulled one girl and her bike out of the crowd to demonstrate the importance of peg and handlebar locations. To quote him, he said, "You should be able to sit on your bike, close your eyes, and place your arms comfortably in front of you, very relaxed. This is where your handlebars should be." He showed us that

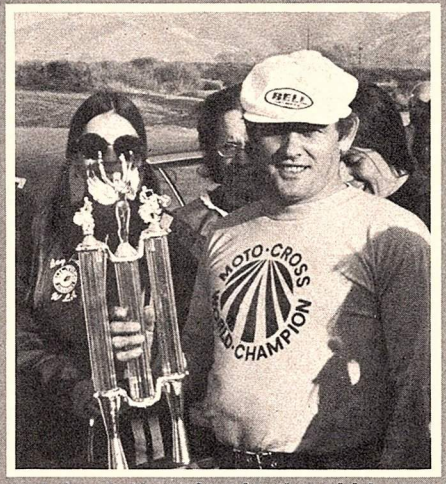


Let me tell you, it's been one Lo-o-o-ng day!

our elbows-forearms-wrists should all be in a straight line. If your wrist is cocked to the outside or inside this may cause fatigue, or perhaps during a hard jolt this could injure your wrist. Footpeg location is also very simple. Your arch sitting on the peg should pretty much line up with your rear and shoulder. With your pegs located right under your body this way it makes it much easier to stand up while racing over rough areas on the course.

Joel went into gearing as well. As he says, "What good is a 5-speed motorcycle if you don't ever get into fifth gear?" You should be able to get every cc of power out of your motorcycle. All I know is that if I were to race wide open in fifth gear on a motocross course I'd probably scare myself! Naturally, this all takes practice, practice, practice! He also pointed out that second gear should be utilized at the start of a race. If your bike is geared properly it won't bog. By starting off in second gear it will enable you to go farther without shifting, and perhaps give you a better lead over your competitors. Shifting your bike without the clutch is also a time saver. I use my clutch on occasion, but Joel never uses his clutch except at the start of a race. In one-year's time I haven't had any gearbox troubles with my Bultaco Pursang.

As the action part of our program commenced, Joel fired up a 175 Puch MX (graciously loaned to him by Hercules Distributing Co. of Chatsworth, California) and began showing us the proper way to take a turn. The turn was a nice left-hand sweeper

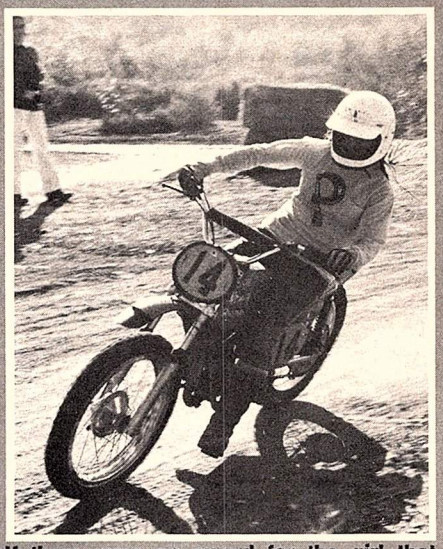


Joel is a Champion in the girls' eyes as well. This trophy to show our appreciation was donated by Indian Dunes Motorcycle Park.

which followed a short straightaway. To put his procedure into words may be difficult, but I'll give it a try.

Joel accelerated hard down the straightaway. As he approached the turn, approximately 60 feet away, he completely shut the throttle off, applied both front and rear brakes hard, and downshifted all at the same time. When he entered the turn he released the brakes, put his left foot out (just skimming over the top of the dirt), and coasted through not touching the throttle until he began exiting the turn. When the power was applied it was not jerky, it was applied smoothly until the bike was straight. Once straight, Joel then turned the throttle on fully.

He stressed over and over again the importance of not using your throttle at the beginning or in the



If there were an award for the girl that succeeded the most during the days' activities it would go to Nancy Payne. Joel felt that Nancy did everything right.

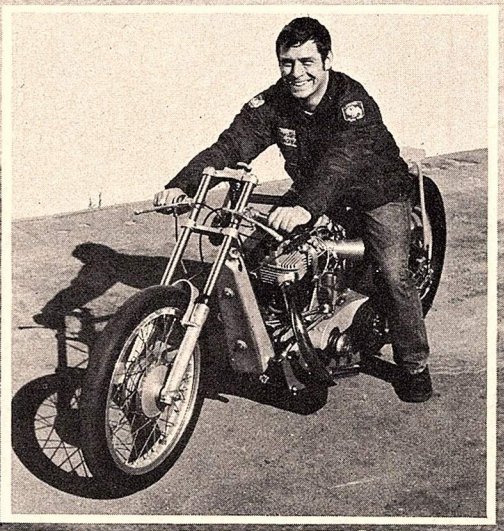
middle of a turn. You should be going fast enough on the straightaway to get you through the turn even after applying the brakes. If you do apply the throttle too early your rear wheel just slides sideways and causes you to let up on the throttle to get it straight once again. Another bit of wasted time for the serious motocross racer.

We all tried the turn, one by one. Joel found himself a nice-sized stick to further stress the throttle timing. If you applied the throttle during the turn your hand was slapped with the stick as a reminder. This made you think harder and accelerate faster the next time around. He wouldn't let us stop until we did it right.

As the day rolled on he started pairing us up to take the turn. If you had any competition blood in you at all it made you go even faster, which was the whole idea. Joel joined in with us at this point. As two girls would accelerate down the straight he would be right behind them pressing them harder and harder.

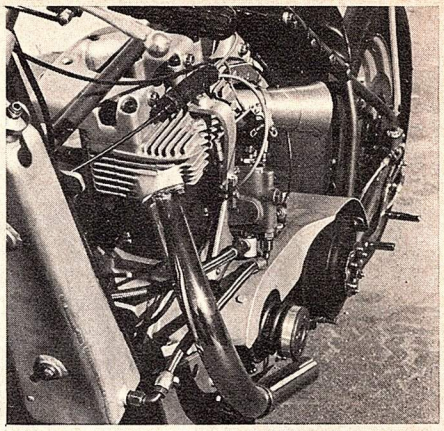
Most of the day was dedicated to the turns. This seemed to be what we needed the most instruction on. However, we did get in a few whoop-de-doo lessons. The most important thing we had to remember on these was to grip the gas tank with our knees, get our weight back while standing on the footpegs, and apply the throttle just as the bike would come up out of the whoop-de-doo. Joel made the whole thing look simple. His body would be relatively still while the bike was working beneath him. (Text continued on page 81)

Best time to date for the big single engined machine is a 9.07 ET, with a top speed of 167 mph.

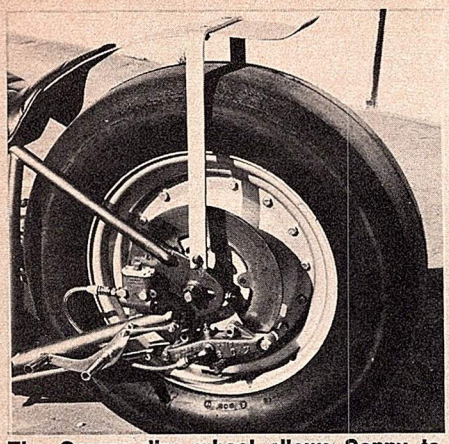


THE QUICKEST SINGLE ENGINED FUELER IN THE COUNTRY.

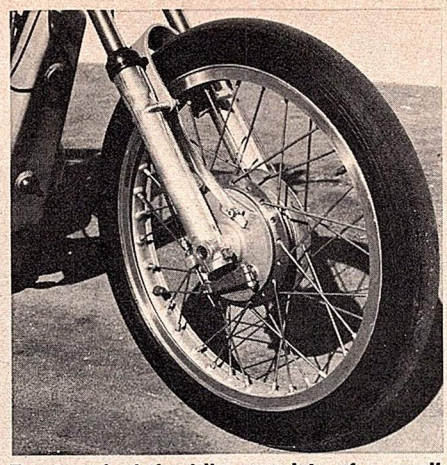
sonny's dragster



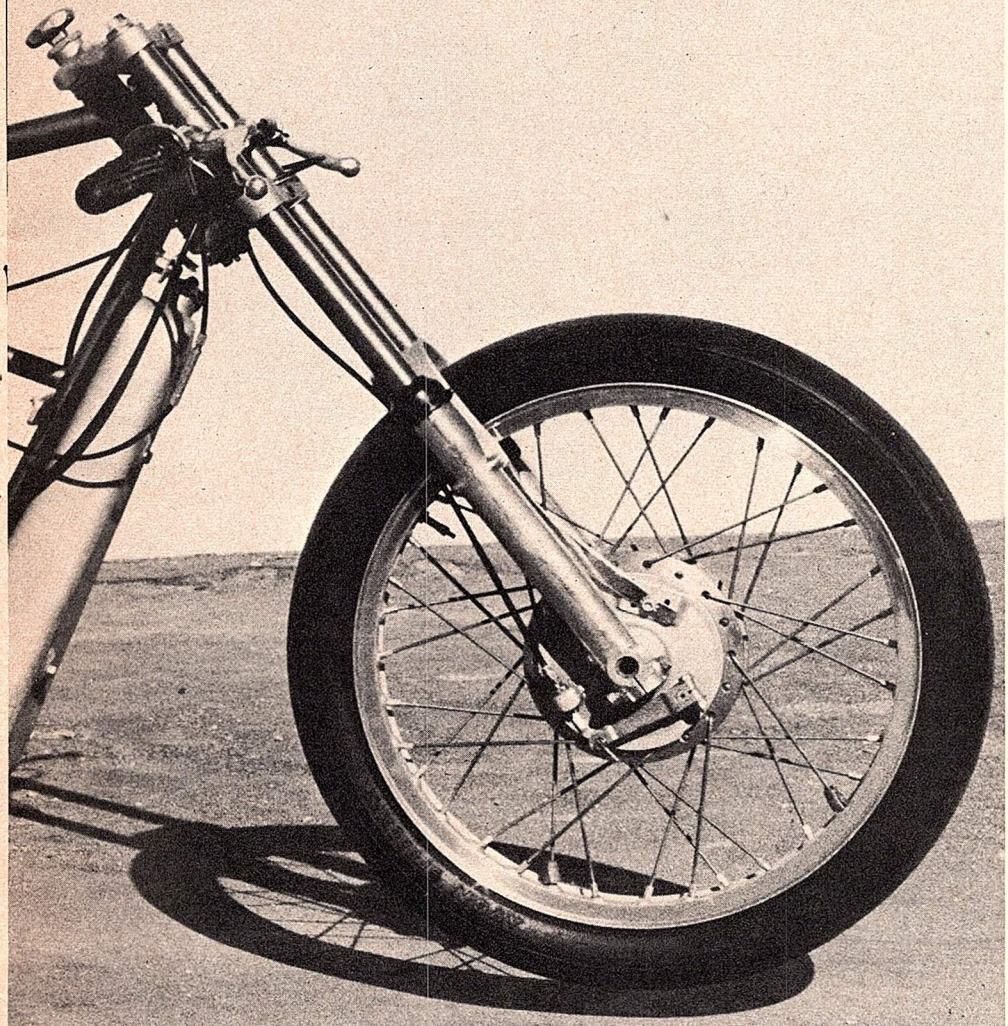
Original frame was designed by Boris Murray. The engine mounting plates had to be extensively braced to handle the power of the engine.



The Cragar disc wheel allows Sonny to mount a larger than normal tire. More rubber on the ground gives better "bite" and better ET's.



Front end of the bike consists of a small Ceriani fork with a Borrani rim laced to a Yamaha 125 brake.



The Supernationals drag races held at the Big "O" in Ontario, California this past fall offered some of the finest drag racing of the year. The all Pro show saw records falling in all directions. Oddly enough, one of the most impressive runs of that weekend was one that took a contestant out of the program.

Sonny Raslawski was well into a good run when the final drive chain on his 106 cubic inch Harley snapped. The chain sliced through the fender bracket and curled the fender in on itself. Halfway down the strip Sonny experienced the unique feeling of having his rear tire jammed by a fender that had suddenly become a "slipper" brake. The transition from driven to braked machine was instantaneous, Sonny slid for better than half the distance to the lights. His time for the run was in the low 14's.

Sonny's current mount is the sixth in a line of fuel bikes that have always been among the top runners at any meet in which they have run. At the present the bike is the only really competitive single engine machine running in the top fuel class.

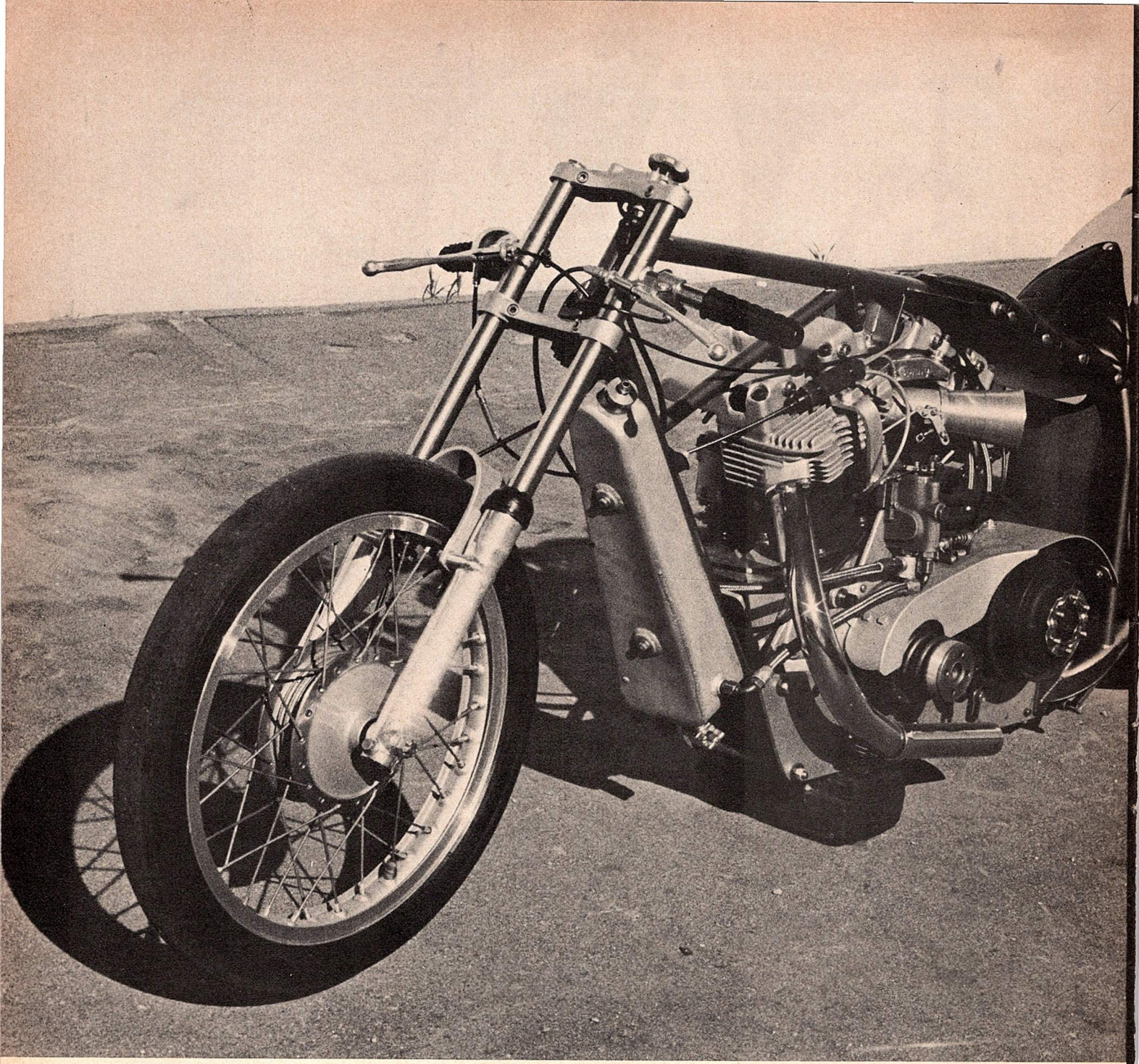
The bike is interesting for several reasons, probably the most important of which is the fact that it is producing enough out of a single engine to enable it to run with the thundering double engine rigs. It's worth a closer look.

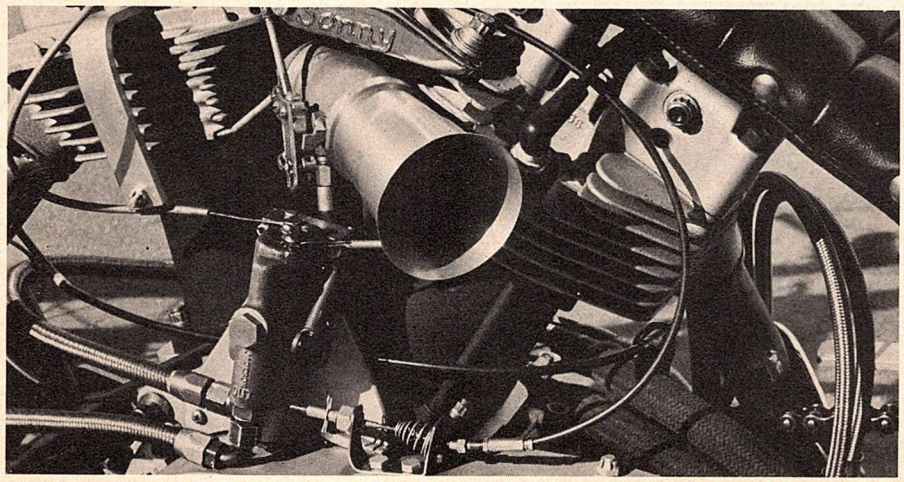
The bike looks to be all engine, but every single component was designed and fabricated with just one thought in mind; acceleration! The basic frame was designed by a gentleman named Boris Murray, no slouch himself when it comes to drag racing. The frame consists of chrome-moly tubing, to carry the front and rear ends of the machine, and a set of massive engine plates to contain the brute output of the big Harley-Davidson motor.

Suspension at the front of the bike is provided by a set of the small Ceriani forks. A lightweight Borrani rim is laced to a hub off a 125 Yamaha. The braking action is not too great, but it probably gives Sonny a psychological boost, having some sort of stopper up front.

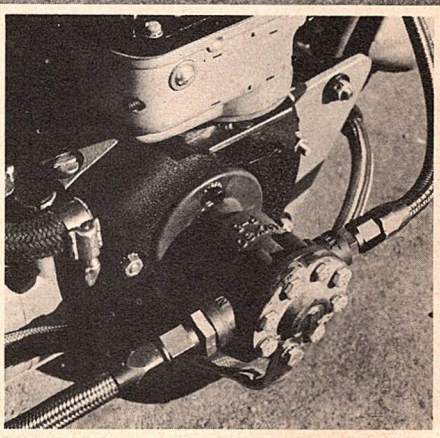
The rear end of the bike is really trick. The spun aluminum disc is by Cragar and was originally designed for use on VW drag machines. The hub of the wheel is machined so that both the sprocket and braking disc are quickly detachable. The rear end is available as a complete

The 106 cubic inch engine develops an honest 216 horsepower. The bike weighs 250 pounds. Impressive power-to-weight ratio.

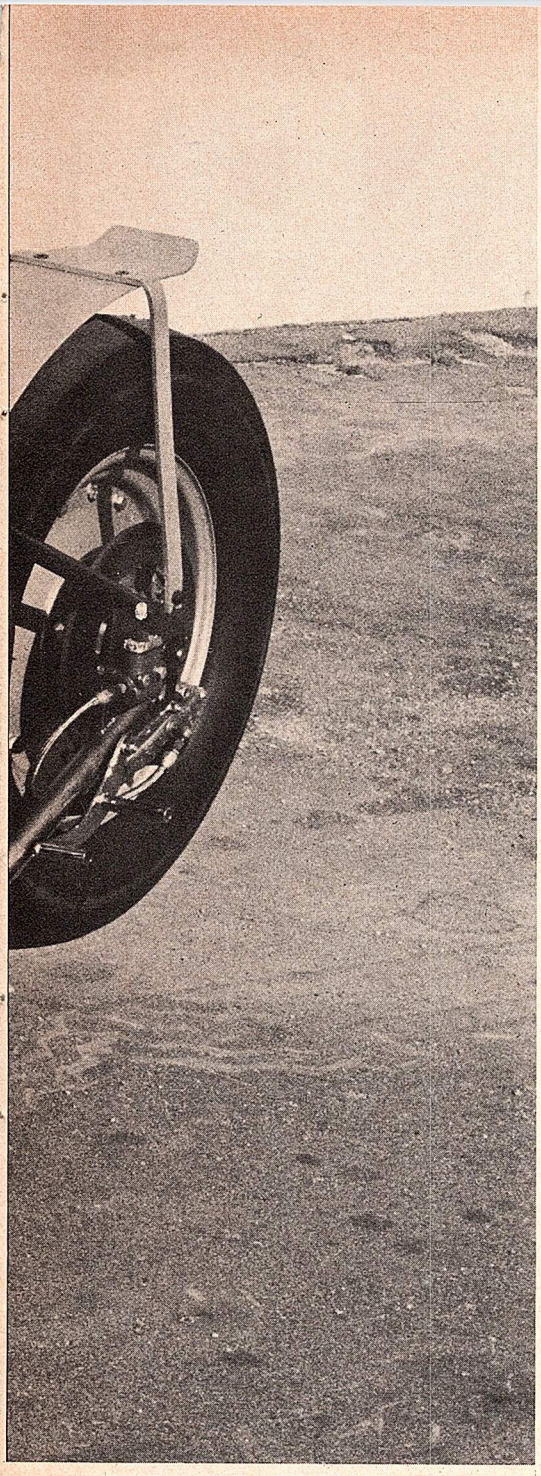




Lack of transmission is standard on most competitive top fuel bikes. No transmission currently available will handle the power produced by the engine.



Custom designed and built cam cover allows the injector pump to be driven off the cam. Cover was machined from a solid piece of aluminum.



Gas tank capacity is one gallon. One run down the strip will consume one quart of fuel.

kit which includes the wheel, a tire, sprocket, disc brake, caliper assembly and master cylinder. A 6.60x15 MH drag slick is mounted on the wheel and is the whole reason behind the use of the Cragar disc. The six and a half inch tire is bigger than anything used in the past on the regular spoked wheel. More rubber on the ground equals more "bite," and makes the slight increase in weight worthwhile.

The engine, of course, is the heart of the bike and it is radical to the extreme. Alternator cases from a late model H-D 74 are the basis of the engine. One of the major problems (understatement!) encountered when building engines that pump out this much power, is the habit that the cases have of letting go, allowing the barrels to lift and scatter.

Sonny took his cases to Burkhardt Engineering and has additional "meat" added to the top of the cases. This metal was machined and mated to the cylinders and now provides needed extra strength.

The cylinder heads are from a Big Twin, and Sonny runs two rear heads instead of the usual front and rear arrangement. The rear head used on the front cylinder is turned 180 degrees to the left so that the ports line up as they would with normal head placement. The trick is that Sonny can now run an injector to each port.

The heads are ported (more opened up than polished). Chrysler 2-1/32-inch intake valves are used in conjunction with stock exhaust valves. All valves are controlled by triple springs and are carried in trick guides that resemble helicoils. The basic guides are never replaced, just the helicoil-like inserts.

Bore of the engine is 3⅞-inches and the stroke is 4½-inches. Special Venolia pistons are carried in finless cylinders designed and made by Burkhardt. Burkhardt is also responsible for the flywheels which are fitted with a late 1972 sprocket shaft offering a more radical and stronger taper. An FLH oil pump, with the breather opened up and timing altered for more efficient lubrication, is used.

As Sonny's bike began to develop its full potential it became apparent that the normal pushrods had no chance whatsoever of coping with the pressures to which they were submitted. Sonny says that at the end of a hard run the stock pushrods would be bent into an S shape. D & D rods cured the problem. These precision rods are extremely strong and have, so far, resisted the attempts of the engine to bend them into pretzels. Three springs are used on each valve (S & W inner, Triumph center, FLH outer). A total of 225 pounds of seat pressure is exerted.

The cam cover on the right side of the engine was designed to allow the injector pump to be driven off the end of the cam. A spiral gear on the end of the cam also provides the drive for the magneto. Both the magneto and fuel pump are driven at half speed.

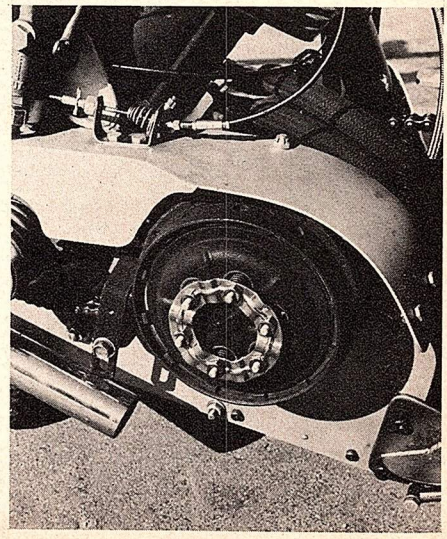
Primary drive start with a Sportster Compensating sprocket mounted on a shaft with a Big Twin spline pattern. A Sportster primary chain is used. Two Sportster clutches were welded together to create something large and strong enough to handle the awesome power. 13 or 14 steel slipper plates are carried in the custom clutch assembly.

Currently, no transmission is capable of handling the stresses created by a top fuel engine. A jackshaft assembly to transmit the power to the rear wheel was designed and built by Klell Richards. The shaft carrier is extremely strong, as it must be. A small oil tank carried at the rear of the bike has a ½ quart capacity. It carries enough for a day of racing. The bottom end of the engine is drained and refilled at the end of each run.

That, basically, is a close look at the most successful single engined top fuel bike in the country. Sonny's best run to date is a 9.07 second dash with a top speed of 167 miles per hour. The bike weighs 250 pounds, and the engine produces 216 horsepower; that's some kind of power-to-weight ratio. Sonny's bike is also the lightest top fuel bike in the country.

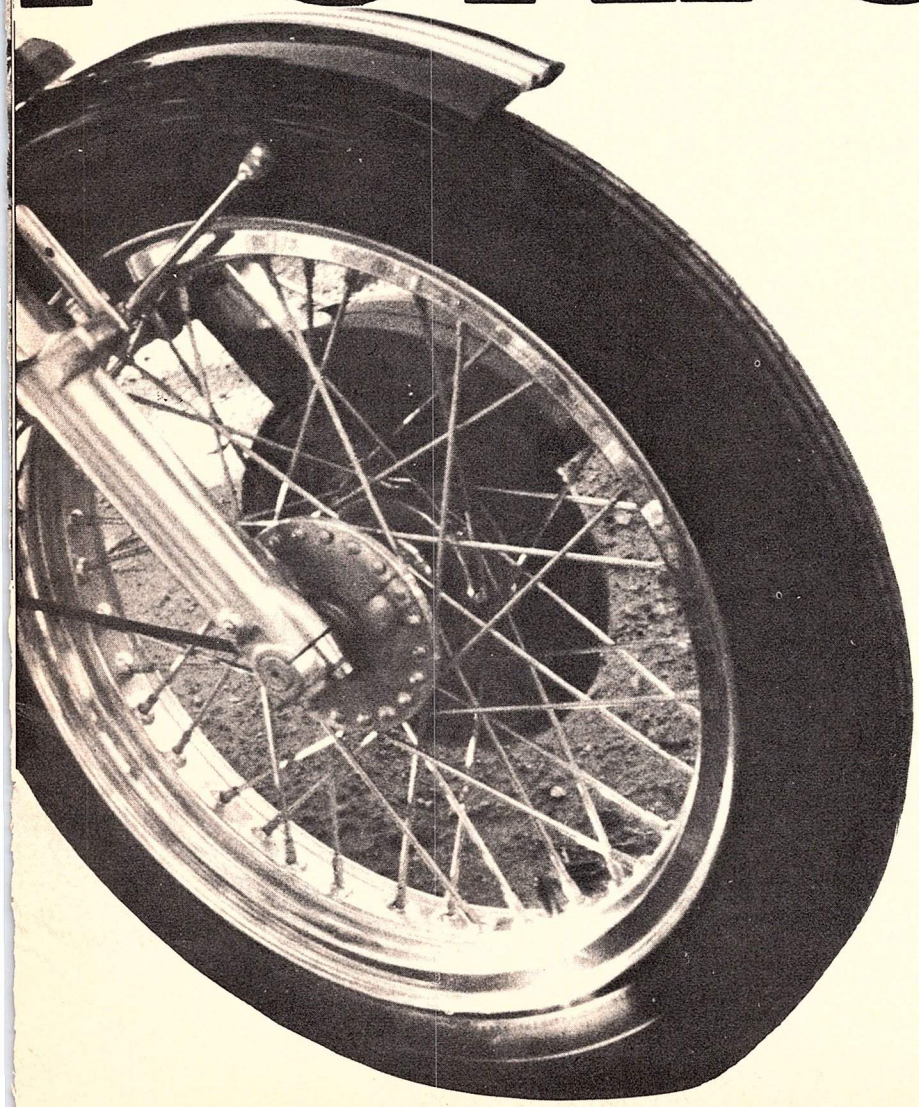
Look for better things in the future. Sonny has already started work on his next racer. It too, will be light, fast and single engined. ●

Clutch consists of two Sportster hubs welded together. 13 or 14 all steel slipper plates are used.



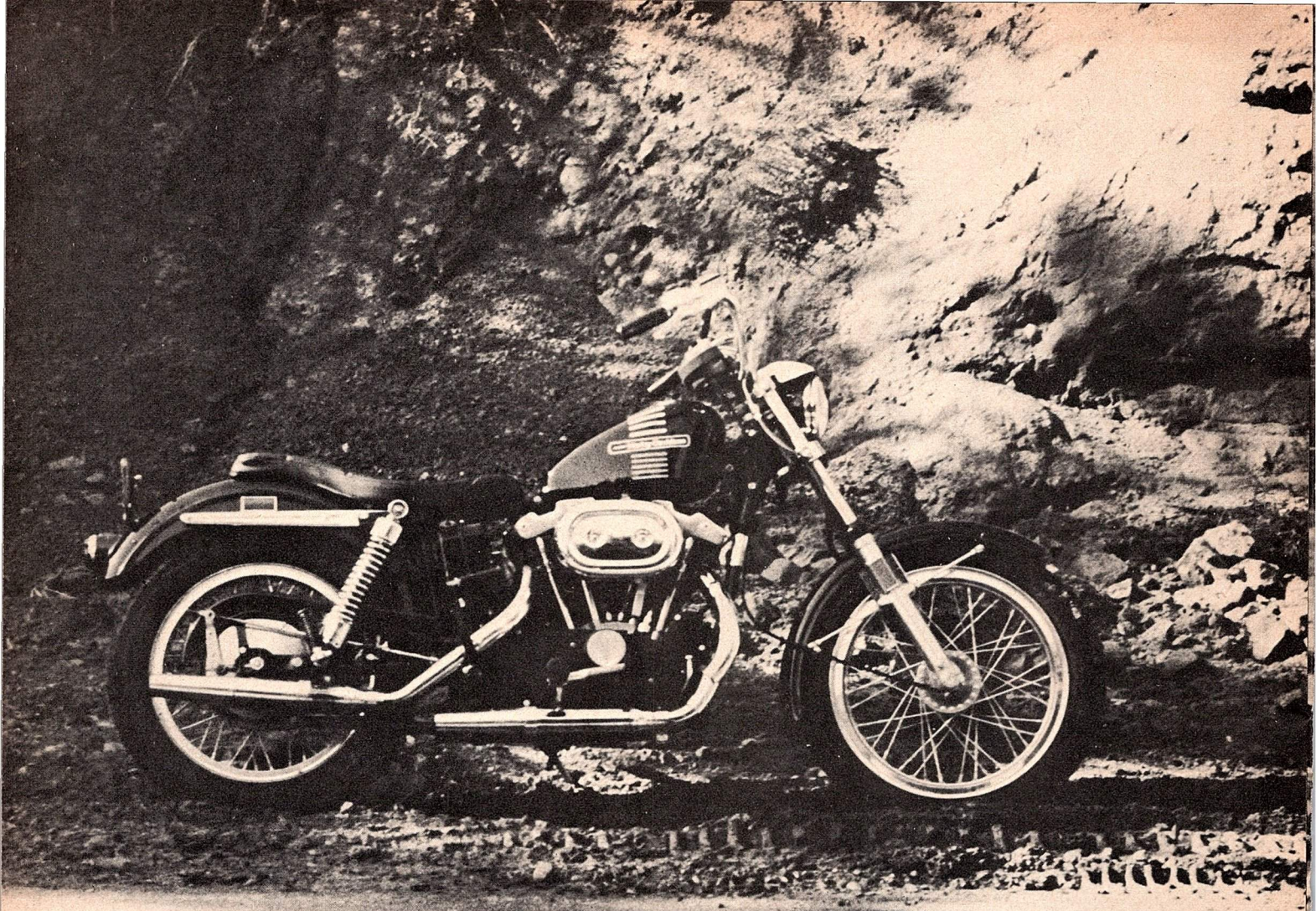
TEST: HARLEY SPORTSTER

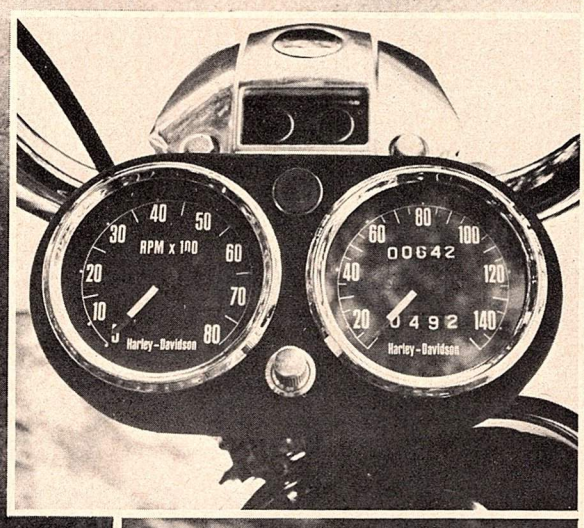
EY DAVID-ON XLCH PORTSTER



Our Mechanical Anthem

The Harley-Davidson XLCH Sportster is a blue-sky motorcycle; it's sure to be included in one of those sitting-around-on-a-Friday-afternoon bench racing sorties when the wishers trot out their imaginary stables for one another. The wish-bike range is vast. One chap may opt for a virginal Honda CB-92 to fill one of his make-believe stalls. And occasionally someone will use up a portion of his allotment with a Vincent Black Shadow or a Rapide (although chances are better than good that he's never ridden one). One sport comes to mind who thinks that his dream stable would be less than complete without at least one JAP V-twin-powered Brough Superior. The happiness menus are almost as wide ranging as are the makes and models they're composed of. But almost without fail the if-I-could-have-any-five-motorcycles list will include an XLCH. Why? It's difficult to say just what the appeal of the quick Charley is. Certainly it's not because the price is right; $2,085 will buy just about any other motorcycle on the market with enough change for six days, seven nights, all expenses included in Acapulco. Performance can't be the reason; there are several models that range from slightly to markedly quicker—both out of the hole and on top end. And while the Sportster is a creditably good handler it's not the best. Obviously technical innovation

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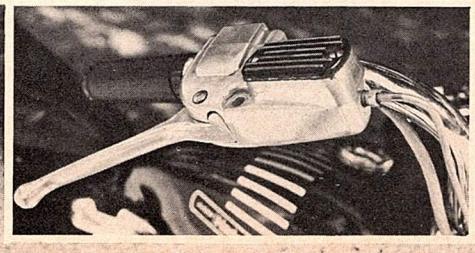
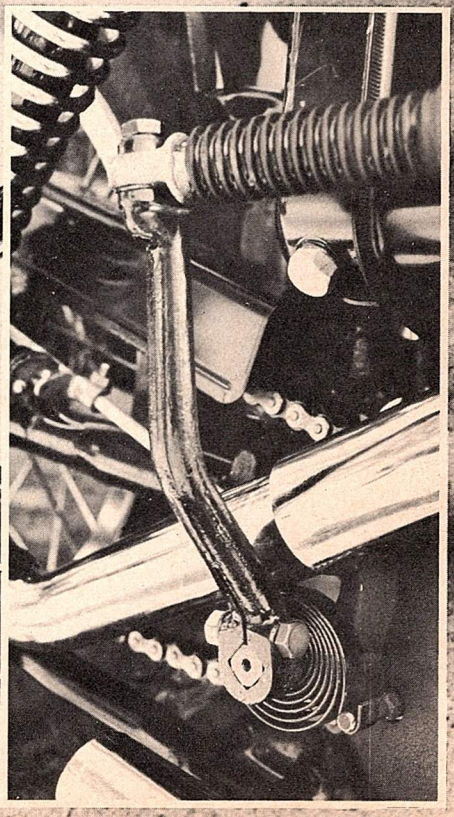




HD XLCH

is not the XLCH's strong suit—not with all the Japanese products abroad in the land.

Why then is the Sportster so mystically popular? Try "sound" for an opener. The Sportster makes a sound like no other motorcycle. Well, yes. There is one other—a good strong H-D half-miler, and possibly this has aided the Sportster image, added to its appeal, for with a Sportster one can make the same mechanical music as, say, Mert Lawwill, or Cal Rayborn, or the Big red-white-and-blue One Mark Brelsford.

All of that wonderful sound—which by the way is within 1973 standards—is produced by a timeless power plant that had its beginning somewhere back in American motorcycling's uncertain past. In execution the Sportster is as different from its forebearers as the SuperGlide is from the H-D's side-valve offerings of the Twenties. But in concept, in basic cylinder arrangement the '73 is unmistakably Harley-Davidson. The connecting rods are siamesed onto a single crank pin, with the big end of the rear connecting rod split to accept the big end of the forward rod. The rods are fitted to the crank pin with a large, three-row roller bearing. The mains are also rollers, with a non-tapered on the right side of the case and a pair of Timken tapered roller assemblies on the left, or drive side. The narrowness of the engine cases at the crankshaft, along with the mass of the cases provides an extremely rigid lower end that's just about unburstable.

The Sportster is a torquey piece—52 ft.-lbs. at a modest 3,800 rpm. Its undersquare bore/stroke ratio (81-mm x 96.8mm) is aided on this count by its firing positions—315 degrees rotation for the rear cylinder, 405 additional degrees for the front for a full 720 degrees rotation, required for four piston strokes. The effect is more evenly spaced impulses than those of a 360-degree vertical twin, and while it's not like a gigantic single it does seem to effectively place its power on the road like one.

Setting all of the sound producing machinery in motion is something that is best appreciated vicariously; the test model is a carryover from motorcycling's hairy-chested days. In a word, it's an unelectrified starter requiring a tremendous amount of effort to kick it into life. When the engine is cold it's reluctant to respond to any sort of starting drill short of a great number of energetic prods. We had little luck with a drill prescribed by H-D: Switch off; choke fully open; throttle fully open; three kicks; half choke; half throttle; switch on; kick; roar! When it has been warmed up it's considerably better. Happily it isn't prone to biting, but we heartily recommend that any purchase considerations include the optional electric starter.

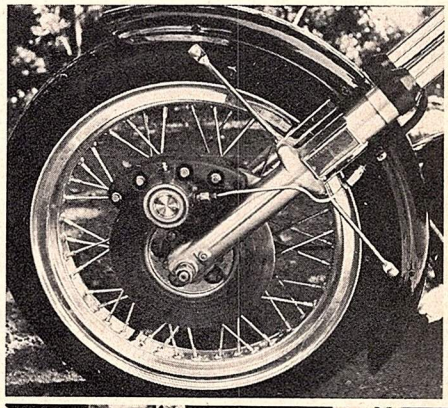
Like the engine, the four-speed transmission is robust. It is, however, pleasantly responsive to gear changes despite a stiff feel. Shifts are best made after the revs have dropped to preclude throwing all of that ungodly torque into the drive train at once. Neutral is acquired easily and is found only between first and second gears. While a fifth cog would be desirable it's not totally necessary; the engine's torque characteristics permit the use of a slightly tall top gear.

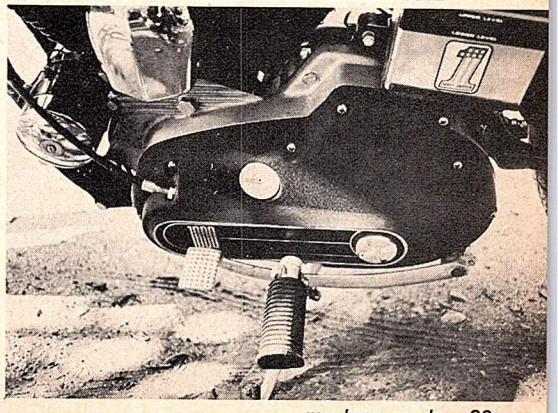
The Sportster chassis has remained virtually unchanged since its introduction, and all to the good. Its longish 58½-inch wheelbase gives it a comfortable stability at high speed without sacrificing some rather surprising nimbleness on twisty roads. In point of fact the XLCH rates as a better-than-good handler in all situations. It has a confident one-piece nature and is unruffled by road surface irregularities.

Front suspension has been strengthened for 1973. The front fork legs are manufactured by Harley-Davidson. The forks damp well in both directions and exhibit ample travel for the normal use of the motorcycle. The rear spring shocks incorporate a pre-load adjuster. Like the front suspension the rear damps well in both directions.

The most obviously new feature on the '73 Sportster is the front disc brake, and a welcome addition it is. The unit is nicely controllable, with precise lever "feel," but we would like to see it just a little more authoritative with less lever pressure. Perhaps H-D has set it up this way in deference to long-time Harley-Davidson riders who—let's face it—haven't been spoiled by over-strong front stoppers in the past. As it exists the brake is a match for the Sportster's weight and potential velocity, but it requires a great deal of lever pressure to produce a maximum stopping effort. The rear unit—single leading shoe—is strong and can be readily gauged through rear pedal pressure. The brakes in combination haul Charley down smartly, with good control.

The Sportster's controls are a curious mix of old and new thinking. The foot controls—gear selector and rear brake — have an international feel about them, if such is possible. By that, we mean that they are placed and feel very much like the foot controls on Japanese and European motorcycles. The hand controls, specifically the throttle and handlebars, however, are pure Americana. The bars, known commonly as buckhorns, are as much a part of a box stock





MAKE HARLEY-DAVIDSON
MODEL XLCH SPORTSTER
PRICE AS TESTED $2,085.00
MAXIMUM SPEED AS GEARED N. A.
WEIGHT 474 Lbs.

Distributor ..... AMF/Harley-Davidson Motor Co. 3700 W. Juneau Ave., Milwaukee, Wisconsin 53201

ENGINE

Engine Type	OHV, V-TWIN
Bore	3.188
Stroke	3.812
Displacement	61 CU. IN.
Compression Ratio	9:1
BHP at RPM	61 AT 6,200
Carburetor	BENDIX
Ignition	BATTERY AND COIL
Starting System	KICK
Lubricating System	DRY SUMP

DRIVE TRAIN

Clutch Type	MULTI-PLATE, WET
Primary Drive	TRIPLE CHAIN
Final Drive	SINGLE CHAIN
Gear Ratios	
1st	11.16:1
2nd	8.08:1
3rd	6.11:1
4th	4.42:1

FUEL AND OIL

Oil Capacity	3 QUARTS
Oil Recommended	75 WT.
Fuel Capacity	2.25 GALLONS
Fuel Recommended	PREMIUM
Approximate mpg	36

TIRES AND WHEELS

Front	MM90x19 GOODYEAR
Rear	4.25x18 GOODYEAR

FILTERING SYSTEMS

Air	OIL WETTED FOAM
Oil	SCREEN
Fuel	SCREEN

FRAME

Frame Type	DOUBLE CRADLE
Wheelbase	59.0 INCHES
Ground Clearance	7.5 INCHES
Peg Height	12.5 INCHES
Seat Height	29.0 INCHES

SUSPENSION-TYPE

Front	TELESCOPIC
Rear	SWING ARM

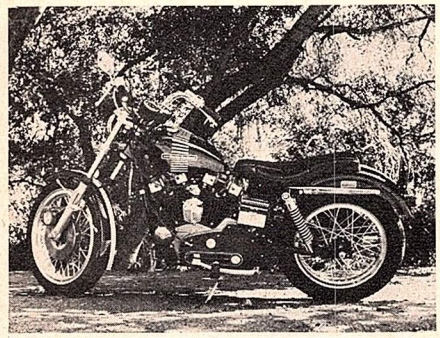
SUSPENSION-TRAVEL

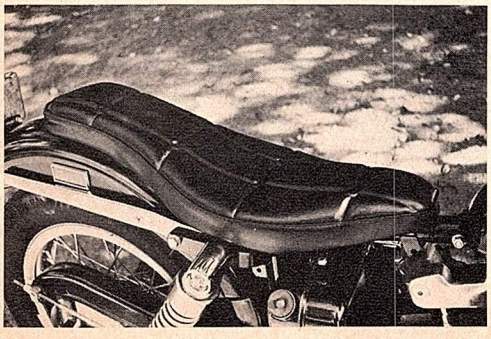
Front	5.5 INCHES
Rear	1.5 INCHES

IMPRESSIONS

	Poor	Good	Excellent
Throttle Response		●	
Acceleration			●
Power Band			●
Starting	●		
Engine Noise		●	
Muffling		●	
Vibration		●	
Handling		●	
Choice of Tires			●
Suspension		●	
Rider Comfort	●		
Transmission		●	
Instrumentation		●	
Lighting		●	
Toolkit			
Paint and Chrome		●	
Styling		●	
Mileage	●		
Braking		●	

HD XLCH





H-D as the 45-degree V-twin. They're a bit of a tradition, you might say, and perhaps that is the reason they have been retained for so long. They are not particularly comfortable, nor do they offer as much control as a flatter, less swept bar. Add to the buckhorns an antique twist grip that takes forever to open, feels only slightly connected to the carburetor and must be returned manually to the closed position, and you have a whole new set of riding sensations. That is unless you've been riding H-D products for any length of time. Harley-Davidson is as loyal to its public as the public is to Harley-Davidson, and it's been said that a new Harley-Davidson feels just like an old one—just better. We can't, in good conscience, fault H-D for their approach to their customers; for several generations of faithful riders they have given the consumer what he wants. Rather than, "Try it, you'll like it," Harley-Davidson's line would seem to be, "We believe this is what you asked for."

It's in departing from tradition that H-D begins to run into trouble. Nothing serious, really, just an uncomfortable seat that is unfit for two-up riding and only scarcely better for solo. Designed along chopper lines, the saddle is little more than a thick pad covering the center of the frame and the front of the rear fender. It's not only non-resilient, but its resulting seating position is a back destroyer—a chiropractor's delight, however.

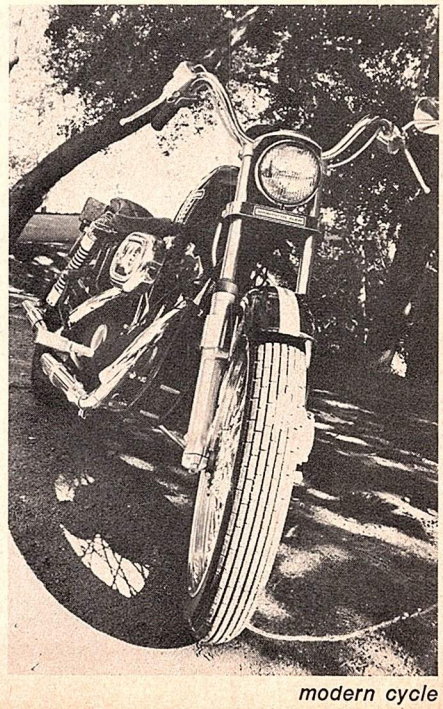
While the seat is admittedly a sportier thing than the full twin seat that was standard on the electric start Sportsters last year, it's unfortunate that the older platform was not retained as the standard offering or at least an option for both models. Not only is the old seat more generously padded and large enough for a rider and passenger, but it improves the riding position by lowering the knees and reducing fatigue in the pelvic area and at the small of the back. Once again, however, this is the seat that sells best.

The Bendix carburetor, which recently replaced the traditional Tillotson, has been improved for '73 with the addition of a new air bleeder tube which cleans up mid-range running. We're told that the tube can be added to pre-'73 Bendix units by any H-D service center.

The safety bead tire and rim combination that Harley-Davidson introduced years ago on their 'Glides' is used on the Sportster and it's to be applauded for the peace of mind it affords. Like an automobile wheel, the H-D unit will not permit the tire to come off the rim during a blowout. H-D admits that the scheme costs more money and increases the time for tire installation, but they feel that it is worth the price: so do we. And so, too, does former Baja winner Larry Bergquist whose rear tire on his Sportster blew at about 130 mph in last year's Mexican 1000. Both sidewalls stayed in place and Bergquist was able to wrestle his motorcycle to a stop. One can only wonder what might have happened with a more conventional rim and bead arrangement.

The Sportster's electrical system (12-V) is kept well supplied by a 10 amp generator. Circuit breakers are used instead of fuses, and all of the bulbs are American made and have common automotive equivalents. The lighting is bright and well suited to night touring. Switch provisions exist for directional signals but they are not fitted as standard.

As a full-all touring machine the XLCH has a number of shortcomings —mostly in the comfort department. Harley-Davidson is quick to point out, however, that if one wishes a touring machine there's the "Glide." They reckon, through informal intelligence, that while some Sportsters do see regular touring duty most of them are short-haul transports, where comfort is secondary to IMAGE. And a very special sort of image it is. The XLCH is as good looking today as it was in 1957. It's a scrapper on the twisty stuff, capable of seeing-off the majority of roadsters. A change of traction to Class C patterns both front and rear turns it into a thrill-a-minute fire-roader. And then there's that sound. It's a shame Swansons can't find a way to package it; just imagine being able to pop it frozen into the oven on a cold winter night and 25 minutes later (at 450F)—Harley music! ●



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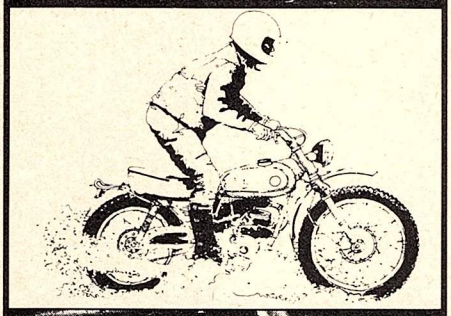

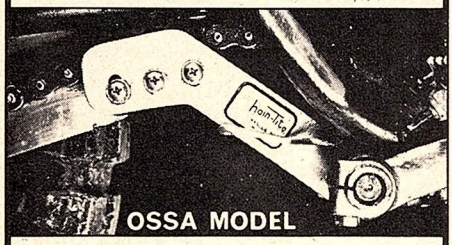

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Name _____

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NUTS AND BOLTS

Dear Sir:

I just recently read your article on hopping up the DT-2 Yamaha and I must say it makes good sense. However, I own a Suzuki TS250J.

The TS250J engine is a very simple piston-port engine with only four ports and in teardown appear to be very tame port timings. Even in this state of tune I have no trouble making the DT-2s eat my smoke either on the level or on hills. It is the modified DT-2s and DT-2 MXs that pose a problem.

I have access to all the necessary equipment to machine and modify my engine but hate to "experiment" without knowing where I am starting from and going to. If you can give me the similar information as you have for the DT-2 I would appreciate it.

David Orr
Pulaski, New York

In our March, 1972 issue of Modern Cycle *we slipped the genuine Suzuki MX performance package into our TS Savage. We were very satisfied with the end results. I don't advocate whacking and modifying cylinders without knowing exactly what is being done. The Suzuki kit does all this for you without guessing, and it does exist.—Ed.*

Dear Sirs:

I have just finished reading your test on the Honda SL-125 in the November issue of *Modern Cycle.* I was wondering about the top speed you stated it had (58 mph). A friend of mine and I both have Hondas and both of us can clearly go 65 mph. Also, the weight with fuel in your magazine was 244 pounds (wet) and my bike weighs 209 pounds (dry) acording to the Honda brochures. I would appreciate you clearing these up for me.

Ron Gibb
Ellensburg, Wash.

I am sure with all of the fluids out of your Honda it does weigh 209. We just haven't found a way to ride them dry. As for top speed you'll find the Honda speedometers speak with forked tongue.—Ed.

Dear Sirs:

I just read your November issue and I must say I was quite amused at your 125 nose-to-nose test on the DKW and the Honda. If you really want a good comparison, own a DKW for a year and then own a Honda for a year. You never said much about the $300 difference in price, which is very important, or the fact that parts for a DKW are as rare as feet on a snake. Just about everyone I ride with is trading in their two-strokes for Hondas. The biggest reason for this being while us Honda riders were out riding on the riverbed they were installing new rings, pistons, etc., and in order to keep up reed valves, pumpers, etc. "But" the old stock Hondas just keep on goin'. This is not to say a race-tuned two-stroke cannot outrun an old "stock" four-stroke "race-wise." But, if you bought the bike to play on, ride enduros, etc., you want to do just that.

The thing I enjoy most about the little Hondas is when you go to the river and ride the tracks with the bigger bikes, they shift, throttle, shift, and all the time you're right on their back tire on your little 100 Honda in 5th wide open. I've seen guys get so mad they wouldn't speak. I have never in my life seen a little motor (Honda 100 and 125) take so much punishment and still keep on running. Why don't you people just break down and admit Honda puts out the best little bike for the money? "Compare" maintenance, *parts availability,* price, dependability (every aspect), consumption, longevity of the engine, style, comfort, etc., and in the long run the Hondas come out on top. I've

(Text continued on page 76)

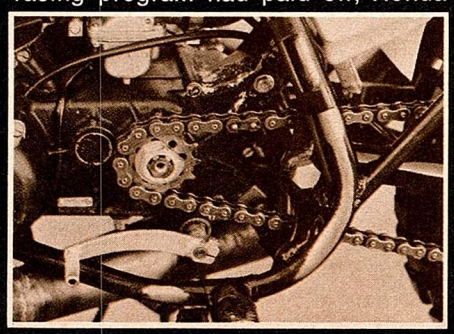
A Close Look At The...

The history of motor racing is studded with instances when major manufacturers entered the heat of competition to prove the worth of their products. In the middle of the 1950's Mercedes Benz, in an effort to re-establish their pre-war reputation, fielded a team of men and machines that completely dominated International motor racing. Ten years later the Ford Motor Company decided that racing successes were the sure route to increased sales. In short order Ford had swept the boards at Le Mans, and their engines powered machines to victory at Indy.

The history of motorcycle racing is studded with similar instances. Before World War II Norton was one of the most prominent names in International competition. Following the war motorcycle competition grew at a relatively slow rate. People were interested in basic transportation and the factories were interested in supplying it. As the post war austerity passed, to be replaced by affluence, people turned to motorcycles as a means of recreation, rather than as a means of transportation.

By the late 1950's the motorcycle industry was booming and anyone hoping to introduce a new brand of machine had to do something to really impress the buying public. Honda was interested in breaking into the world market and they decided that racing was the way to go. Honda fielded one of the most impressive efforts in the history of International road racing . . . the rest is in the record books.

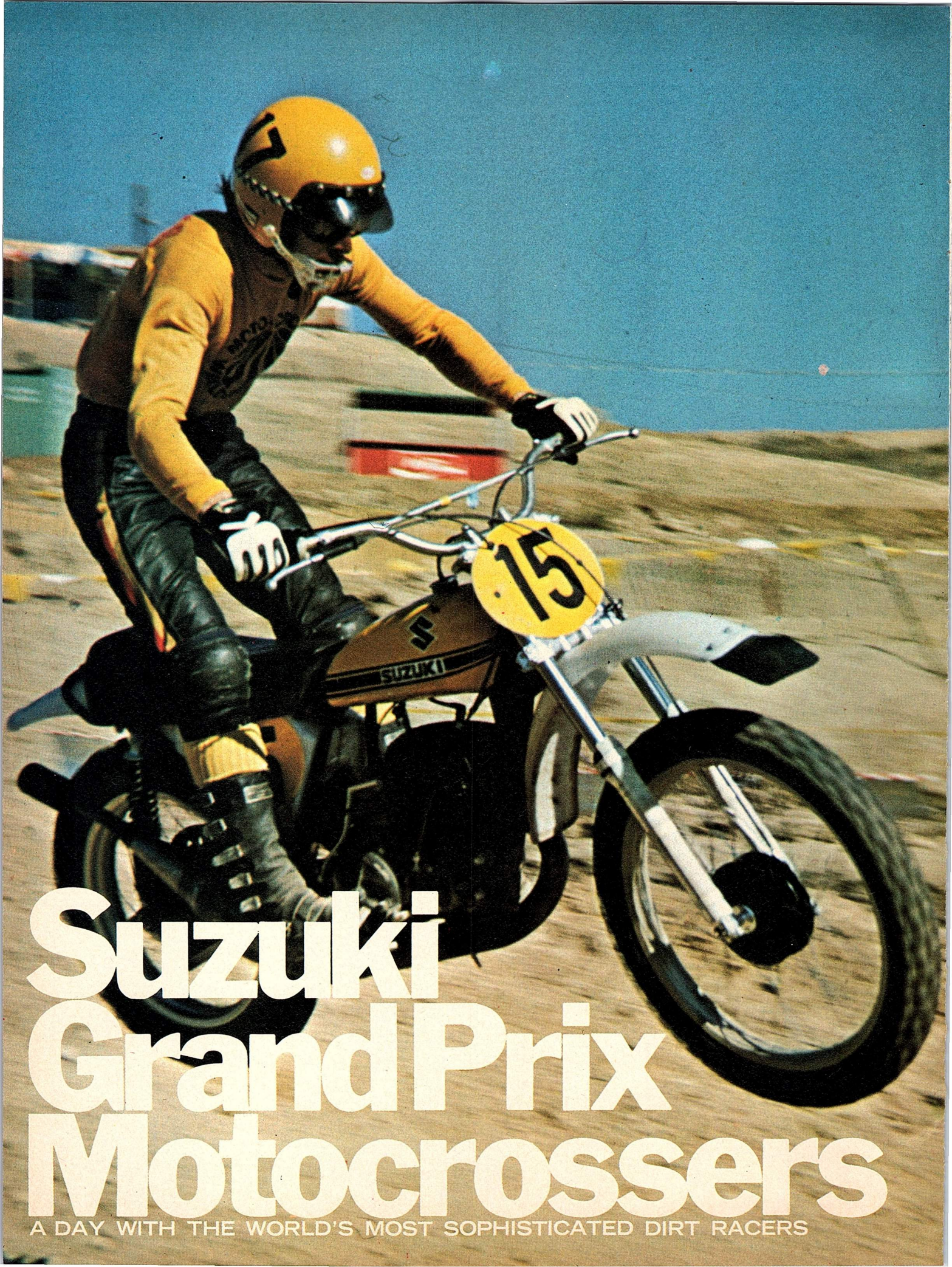
Honda proved that their machines were not copies, but impressively engineered originals. An intensive racing program had paid off; Honda was a name to be reckoned with.



Racing, when successful, pays off. Yet, neither money nor desire, is enough to assure success. Vast funds, a superb engineering department, a crew of dedicated racing mechanics, top riders, and great quantities of luck are needed to field a winning effort. And, even with all of these factory efforts have been known to fail. Racing is always a chancy undertaking, and should a factory try and fail, it fails before the whole world.

The entire Japanese motorcycle industry benefitted from Honda's racing activities in the early 1960's. The world looked at all Japanese motorcycles, and quickly realized that the manufacturers in the Orient were building motorcycles of a very high quality. Because of one well executed racing program, a revolution had taken place in the motorcycle industry. In just 15 years the Japanese have become the acknowledged leaders in world wide motorcycle production.

As leaders in the field the Japanese giants are always looking for new fields to conquer; both for prestige, and increased sales. Obviously, the boom in off-road riding and the immense popularity of motocross came to their attention; the industry waited to see who would make the first move to seriously expoit this growing market.



Suzuki Grand Prix Motocrossers

A DAY WITH THE WORLD'S MOST SOPHISTICATED DIRT RACERS

Suzuki made the first move, and it has proved to be an extremely successful one. Few people realize that Suzuki's involvement in International motocross has covered a period of eight years. It takes time to develop a winning racing machine; Suzuki has taken the time, and reaped the benefits.

In early 1965 Suzuki management held a number of meetings to discuss the growing interest in off-road machines as recreational devices, and also to discuss the feasibility of entering motocross competition as a means of establishing a reputation for building quality dirt bikes. A "go" decision was made and the racing department was instructed to begin work on a 250cc motocross machine.

Two years later, in 1967, the factory was ready to make its first forays to the European continent. A Japanese rider, along with a pair of machines and a mechanic, was sent to Europe to pick up needed experience. It quickly became apparent that, were the machines to continue to develop in a competitive manner, a rider with International riding experience was needed.

Sweden's Olle Pettersson was the rider selected to help in the development of the Suzuki motocross racer. Pettersson visited the factory, made numerous suggestions as to the changes required, and then returned to Europe to await the delivery of the new machine.

The year 1968 started off well for Suzuki with Pettersson well up in the points standings. Unfortunately, in midsummer, Pettersson was sidelined by injury and Suzuki was out of contention for the remainder of the year. 1969 was the year in which most people became aware of Suzuki's efforts in the field of International motocross. Pettersson ran well all year and at the conclusion of the season Suzuki was third in World Championship standings.

The factory was now ready to take its "best shot." At the end of 1969, two of the world's finest dirt riders. Joel Robert and Sylvain Geboers, were signed to the factory team. In 1970, these two men completely dominated the 250cc competition. Well before the season was over, Suzuki had tied up the championship, it was only a matter of determining which of the two Belgians would be World Champion. At the conclusion of the season, Joel Robert was crowned World's 250cc Motocross Champion. Suzuki was on its way!

On its way in a big way! Every year since then Suzuki has won the 250cc World's Championship, and they have usually won it well before the seasons were at an end. Each year Robert has started well, pursued closely by Geboers. Geboers has pressured the World's Champion in the early rounds, but he has been troubled with bad luck and injuries.

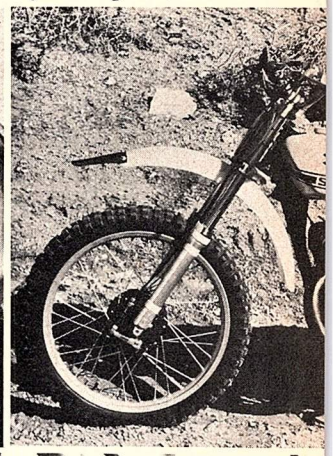
Suzuki's success in winning their first crown in 1970 led them to consider going after the 500cc World's Champion title. Roger De Coster was signed to ride the new big capacity machine and 1971 was to be a year devoted to developing the bike. De Coster really got with the development program and won the world title his first year out on the bike; that's some kind of performance.

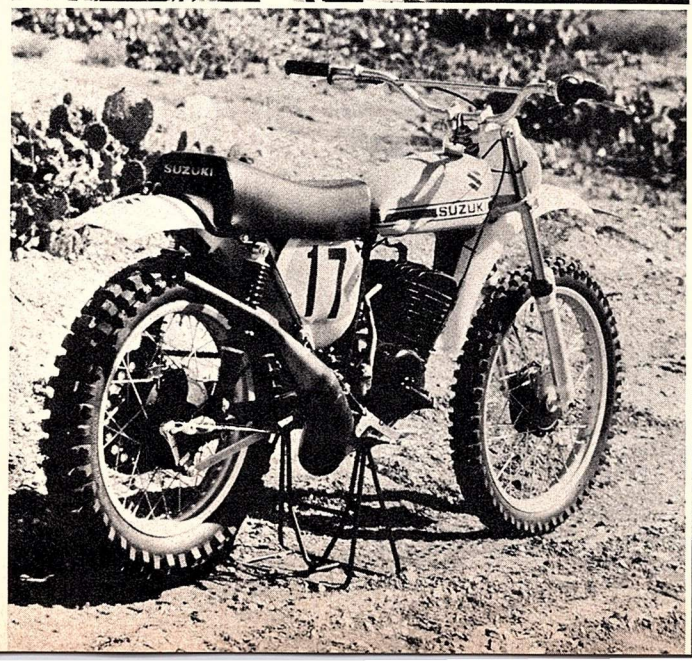
Roger tells some interesting tales about that first year of competition. One of the most interesting concerns the factory's policy about used and worn out components. The small team wanted for absolutely nothing in the way of spare parts, but absolutely nothing could be discarded or thrown away. Even the most badly mangled expansion chamber had to be returned to the factory for evaluation.

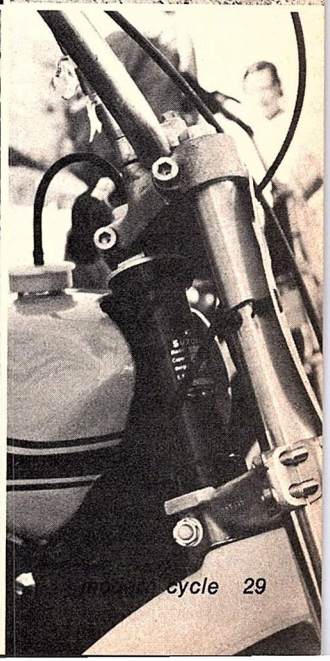
De Coster's winning ways with the big Suzuki have continued, and he has won the World's 500cc title two years running. The combination of the Belgium riders and the Japanese bikes has completely dominated the International motocross scene since they came together.

Naturally, the bikes have aroused a tremendous amount of interest. Advertisement published by Suzuki state that the machines are valued at $15,-000 apiece, and even at that price they are not for sale! When we pitched Suzuki with the idea of doing a comprehensive story on their exotic racers, they were surprisingly cooperative. Certain restrictions were, understandably, placed on us: we would not be allowed to ride the bikes, nor would we be allow to photograph any internal engine components.

We traveled to Saddleback Park early on a Friday morning and there met the entire Suzuki motocross team. When the Suzuki team goes out, even for a day with the press, it goes first cabin. On hand we found five bikes, five mechanics, the four factory riders (Joel Robert, Roger De Coster, Gaston Rahier and Rich Thorwaldson), the huge Suzuki traveling van, a motor home for the riders to relax in, what looked like a ton of spares, and various and sundry personnel from U. S. Suzuki. Things have certainly changed since







The 367cc Suzuki tips the scale at 198 pounds, while its smaller partner weighs in at a svelte 185 pounds.

the days when the teams jammed everything into a small van and whistled from race meet to race meet.

The bikes were unloaded and placed on stands. Even up close they don't look like fifteen thou. You have to look really close before you start noticing the things that make these bikes so unique. The first real impression gained from looking at the bikes is that the factory isn't too interested in appearance. The racers are stripped to the essentials and rather cobby appearing.

The way the riders handle the bikes in the pits gives the first clue as to their lightness. Taking the bikes off the stands the riders place their hips against the rears of the seats, grab the handlebar with one hand and the rear of the frame with the other, and flip the bikes in whichever direction they want them aimed. The 250 (known as the RH72) weighs a very light 185 pounds, and the big bike (the RN72) tips the scales at a trim 198 pounds.

Because of rules in effect this year both bikes will have to be "fattened up." The minimum weight allowed for machines contesting the 500 class is 95 kilograms (209 pounds), and 250 bikes can weigh no less than 88 kilograms (194 pounds).

The RH72 has a bore of 69.25 millimeters and a stroke of 63.5 millimeters, giving a total capacity of 246 cubic centimeters. The engine develops 30-plus horsepower and 20 foot pounds of torque, both at undisclosed RPM.

The RN72 has a total capacity of 367cc, which comes from a bore of 81.5mm and stroke of 73.25mm. Output is listed as 39-plus horsepower and 28 foot pounds of torque, again at undisclosed engine speed.

Both machines are fitted with five speed gearboxes. The gear change lever is on the left side of the engine, and the pattern is: down for low, then up for the remaining speeds.

Primary drive, between the crankshaft and clutch hub, is by means of straight cut gears. The left end of the crank provides the drive for the electrical system. An educated guess leads us to believe that some form of pointless ignition is used to provide the spark.

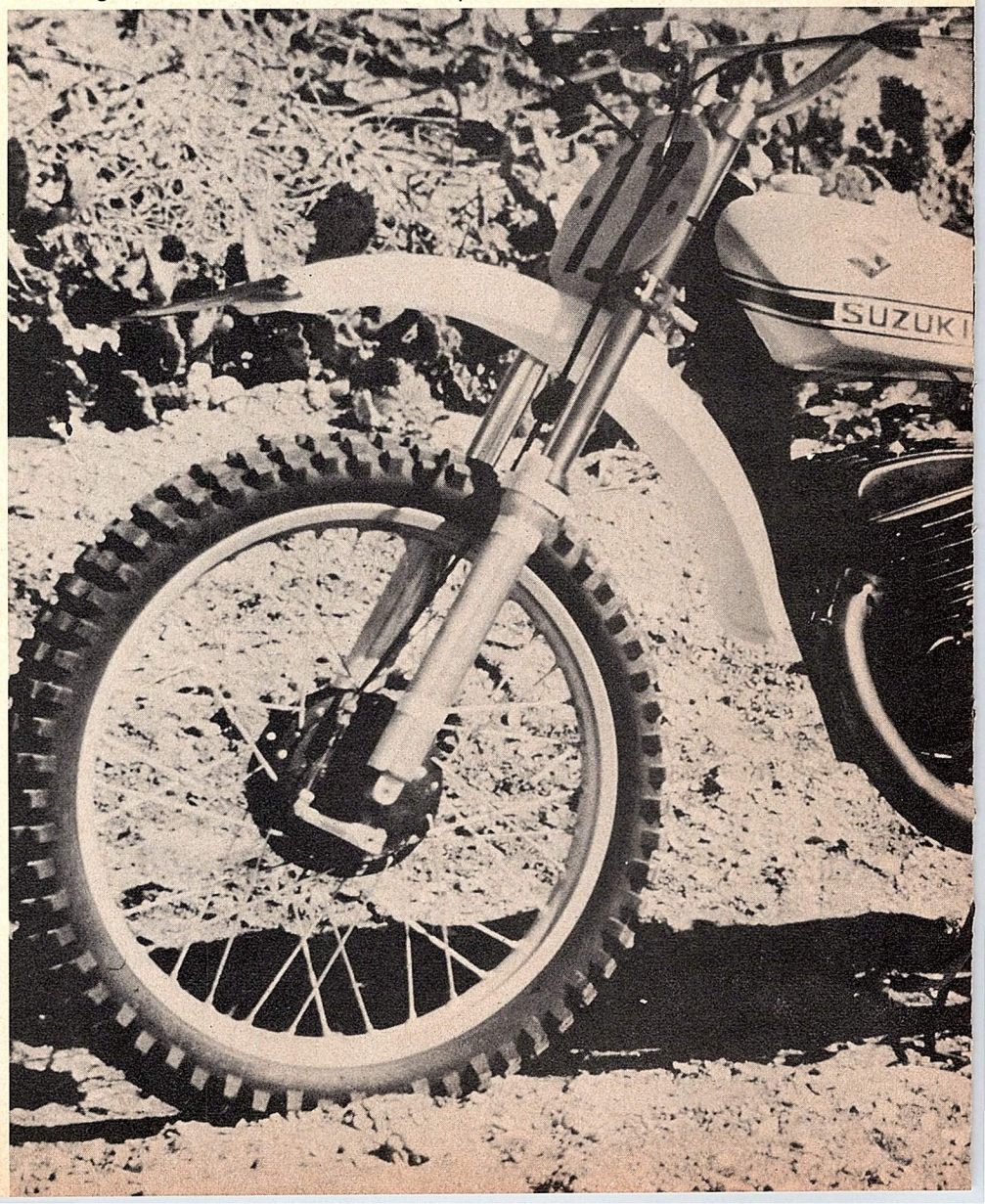
No gasket is used at the mating surfaces between the cases and the cylinder and the barrel is secured in place with four short studs. The transfer port cut-outs in the spigot of the crankcase are absolutely huge and the finish on the metal is mirror-like. An intake flange is cast integral with the barrel and the carburetor is mounted on a rubber collar bolted to this flange. A large dead air box, formed of a relatively pliable plastic, occupies most of the space beneath the seat. The box is "pop" riveted together and sealed with what looks to be 3M yellow goo. The Suzuki people didn't want us to take any close-up pictures of the air box, nor would they allow us a look at the filter elements used in the machines.

The exhaust pipes, carried low beneath the bikes, are not bolted securely in place. Rather, they are shock mounted to protect them from vibration. Even with these precautions, pipe "life" must be rather short since no one even bothers to paint them. We were given to understand that the pipes are replaced after every couple of races. When racing in this country the pipes are fitted with a small cylindrical silencer which does little to quiet the blat of the engines.

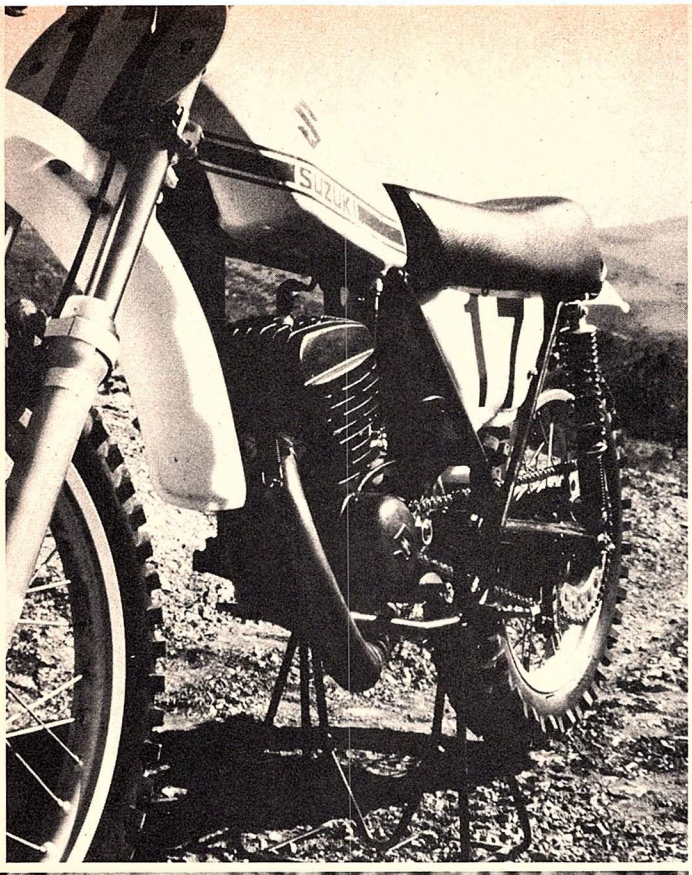
Final drive on the GP machines is totally exposed. No cover at all is used at the countershaft sprocket, nor would there be any easy way of mounting one.

The frames on the bikes appear to be simple and straight forward in concept and execution. A large diameter backbone tube runs between the steering head and a point beneath the rear of the gas tank. The front down tube, equally large in diameter, terminates at the front of the engine where it splits into two smaller tubes which cradle the engine. These smaller tubes pass under the engine, and then curve upward and slightly forward to end at rear of the backbone. The sub-frame consists of an upper loop which supports the seat and rear fender, and a pair of diagonal "stringers" which triangulate the rear portion of the frame.

The swinging arm pivots on tabs welded within the curves of the cradle tubes. Each tab has an "overlay" welded to it to give additional strength at this critical spot. Massively braced in the area of the pivot tube, the arm appears to be very light, and a bit fragile. Rubber pads are taped to the arm to keep the chain from grinding away bits of metal. The arm is also well braced in the area that provides the mount for the bottoms



The engine in the 250 class bike has a bore of 69.26mm and a stroke of 63.5mm, giving a capacity of 246 cubic centimeters.



This variety of rear shocks is being tested on the factory machines. Shocks are mounted so that they can move slightly when the swing arm flexes.

The "big" bike has a total capacity of 367cc. Bore is 81.5mm and stroke is 73.25mm. Output is rated at 39-plus horsepower.

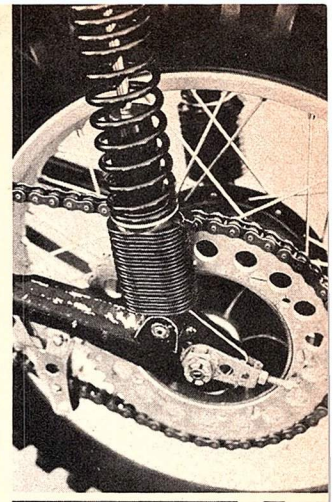
of the shocks. Axle adjustment is made in the ordinary manner, with a clevis giving precise alignment.

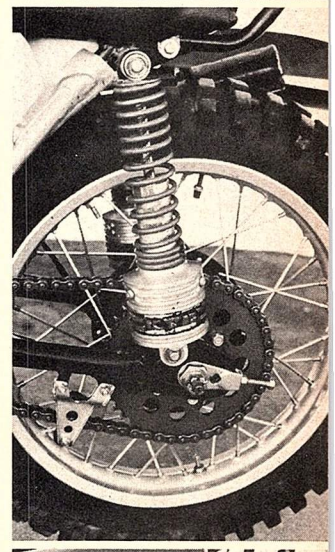
Suspension used on the machines is difficult to evaluate, since we weren't allowed to ride the bikes, but some of our observations are worth noting. Each of the bikes that Suzuki brought out was fitted with a different kind of shock. All of the shocks were of the same basic design, but each varied in the body area below the spring. All of the bodies were cast with cooling fins, however, the degree of finning varied radically. Probably the most interesting thing about the shocks on the GP bikes was the manner in which they were mounted.

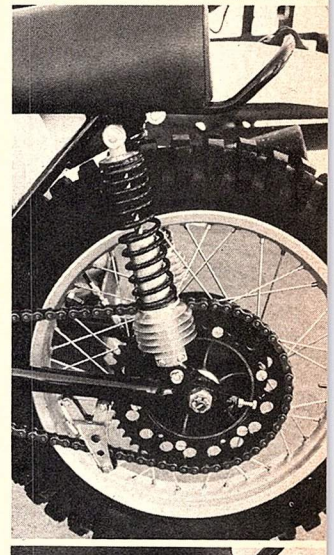
The shocks are not firmly affixed to the bike, rather, they are secured in place by what resembles a heims fitting. This means that the shocks can move slightly when in position on the bike. The Suzuki engineers believe that there are certain situations where it is impossible to keep the swinging arm from flexing laterally. This sidewise movement of the arm will cause normally mounted shocks to bind. The shocks on the Suzukis will continue to work even if the swinging arm deflects to the side.

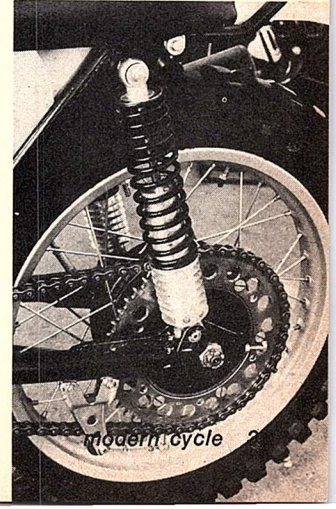
The front suspension has to be examined closely before you can begin to appreciate it's sophistication. For example, no axle nut is used to hold things together. The lug on the bottom of the left fork slider is threaded and the axle screws directly into it. The sliders are machined from alloy stock. They are extremely light and rather fragile, thus the use of the plastic guards to protect their leading edges. The legs themselves are steel and the triple clamp and fork crown are alloy forgings. Needless to say, fork travel is more than adequate and damping is excellent. In fact, excellent is a good word to describe the entire suspension system.

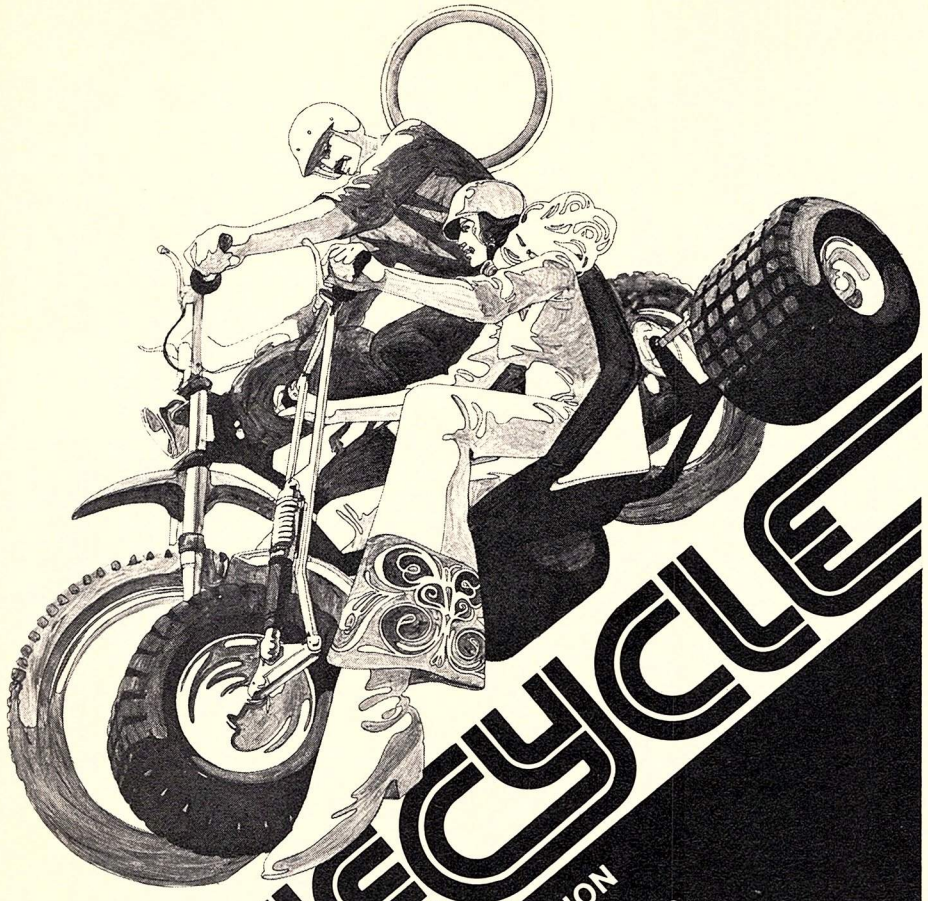
Rolling gear used on the Suzuki factory bikes follows currently accepted design standards. At the front of the machine is a twenty-one inch wheel, while the rear of the bike carries an 18-inch boot. Both tires are mounted on "shoulderless" alloy rims, and both rims are laced to full width alloy hubs. Visually, the hubs appear to be heavier than those used on many production machines. In truth, the hubs are very, very light.











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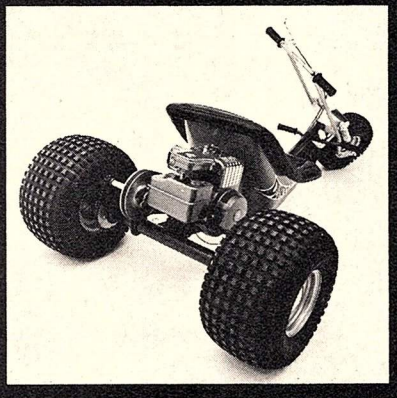

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The controls on the GP bikes resemble standard components, but, again, the search for lightness is evident. Both the brake and shift lever are of alloy, the clutch and brake lever are of aluminum and the handlebars are of very light tubing. Both brakes are cable operated.

Fenders on the racers are of a light, flexible plastic, and the gas tank is aluminum. The seat is large, surprisingly well padded and quite comfortable. It's base is fabricated of sheet aluminum.

Component by component, that's a look at Suzukis world beaters. As we've already said, the machines look almost ordinary when sitting on their stands, and viewed from a distance. It's the close examination that discloses the out of the ordinary features, and the attention to detail that has resulted in extremely light, extremely reliable racing machines.

Suzuki's Grand Prix racers certainly don't look like $15,000 a copy, but what is a World's Championship worth? If you're a company interested in proving that you can build the best dirt bikes in the world, fifteen thou is a cheap price to pay. Suzuki has hired the riders, built the bikes and reaped the benefits of their success. ●

Lower fork sliders are machined from alloy stock. Plastic covers are to protect the sliders from rock damage. Entire front fork assembly is extremely light.

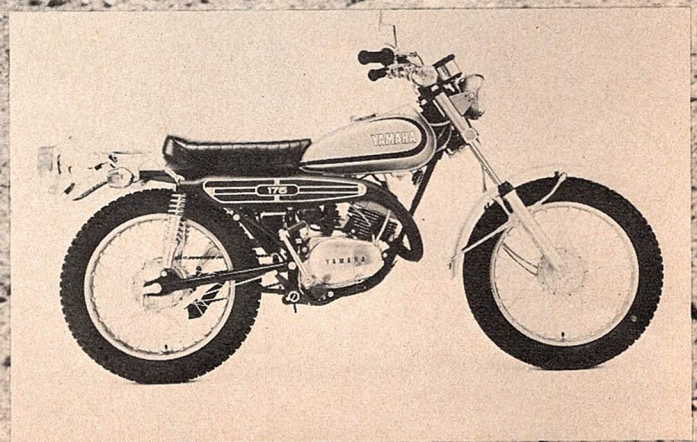
17
SUZUKI
17

3-WAY TEST

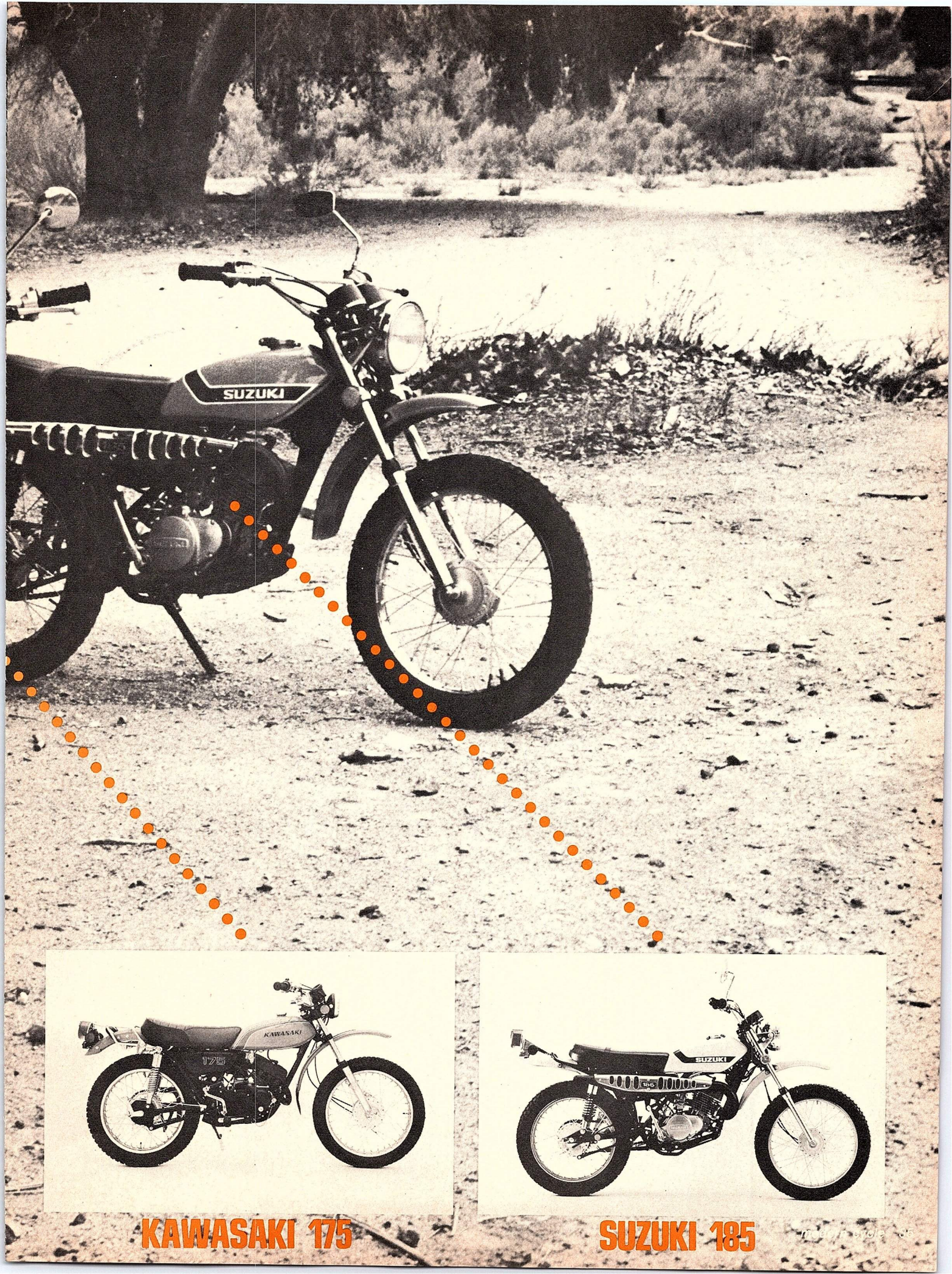
WHATEVER HAPPENED TO TIDDLERS?

We frequently talk about motorcycles being evaluated on the basis of how well they do what they are intended to do. This could be a subjective approach were it not for the collective experience of staff testers. Predictably disagreements arise and are settled to everyone's satisfaction before the motorcycle in question is talked about. With increasing frequency **Modern Cycle** will present tests such as this one—a three-way evaluation and comparison of three motorcycles which purport to all do the same thing. They were chosen for this test because they belong to one of the major off-road market segments—the mid-size trail bike, and because they are the most popular makes in their category.

Testing began with a detailed inspection of the motorcycles and their literature. The Suzuki is fractionally



YAMAHA 175



KAWASAKI 175

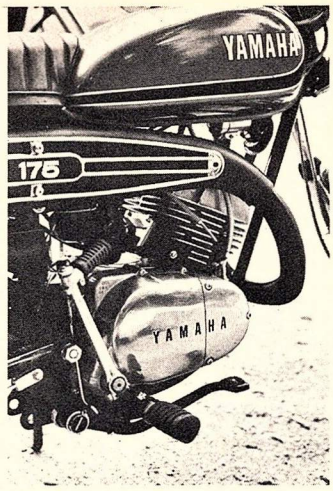
SUZUKI 185

larger—185cc than the Kawasaki and Yamaha at 175cc. The difference is so slight as to not afford the Suzuki an unfair advantage. The three represent a broad range of philosophy in intake control; the Suzuki is a conventional piston-controlled port design. The Kawasaki controls the intake with a rotary valve. And the Yamaha employs a reed valve, or Torque Induction as they prefer to call it. All three have five-speed transmissions—all exceptionally accurate and easy shifters. The Suzuki and Kawasaki are most similar with near identical wheelbases and very similar geometry. Switching from one to the other and back again produces no confusion; power characteristics are close to the same—so close in fact that one must concentrate to discover that they are different.

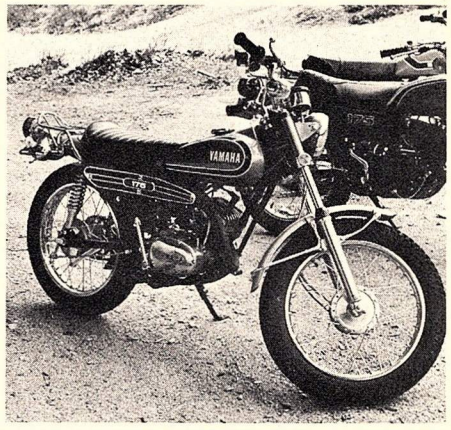
The Yamaha is another matter altogether. It's smaller than the other two and as a result it evidences some of the half-hearted characteristics of small motorcycles. Most noticeable difference between the Yamaha and the Suzuki and Kawasaki is that the Yamaha handles choppy in situations that fail to ruffle the other two. Both the Suzuki and Kawasaki porpoise pleasantly and in full control in rolling sand whereas the Yamaha, in the same situation at the same speed, tends to oscillate from side to side.

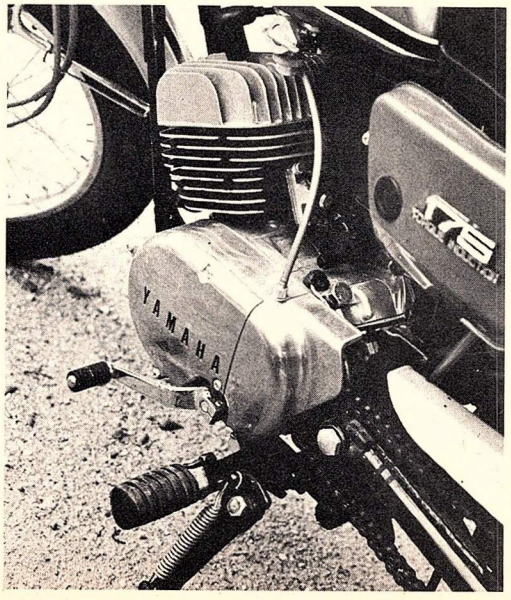
All three engine crankcases split vertically. As we've come to expect of current Japanese motorcycles the engine internals are over-designed in the interest of longevity. Ball and rollers are used almost exclusively in all three engines and transmissions making them about as bulletproof as might be hoped for. All three employ oil injection systems that apparently lubricate wear surfaces adequately without producinig an undue amount of smoke; each of the motorcycles ran well without any hint of tiring.

The Yamaha is fitted with a flywheel magneto, while both the Suzuki and Kawasaki employ electronic ignition. All of the units performed faultlessly and provide good strong spark throughout the operating range. Each was a willing starter, even when completely cold. Of the three inlet control schemes we found the Ka-



YAMAHA 175





MAKE	**YAMAHA**
MODEL	**CT-3**
PRICE	**$699.00**
WEIGHT	**234 LBS. (WET)**

DISTRIBUTOR

Yamaha International
6600 Orangethorpe Avenue Buena Park, California 90620

ENGINE

Type	**SINGLE-CYLINDER, 2-STROKE**
Bore (mm)	**66**
Stroke (mm)	**50**
Displacement (cc)	**171**
Compression Ratio	**6.8:1**
BHP at RPM	**16 AT 7,500**
Carburetor	**VM24SH MIKUNI**
Ignition	**FLYWHEEL MAGNETO**
Lubrication	**AUTOLUBE**

DIMENSIONS/CAPACITIES

Wheelbase (in.)	**50.8**
Ground Clearance (in.)	**9.4**
Peg Height (in.)	**12.0**
Seat Height (in.)	**32.0**
Suspension Travel (in.)	
Front	**5.2**
Rear	**3.0**
Oil Capacity (qts.)	**1.25**
Fuel Capacity (gal.)	**1.85**

WHEELS AND TIRES

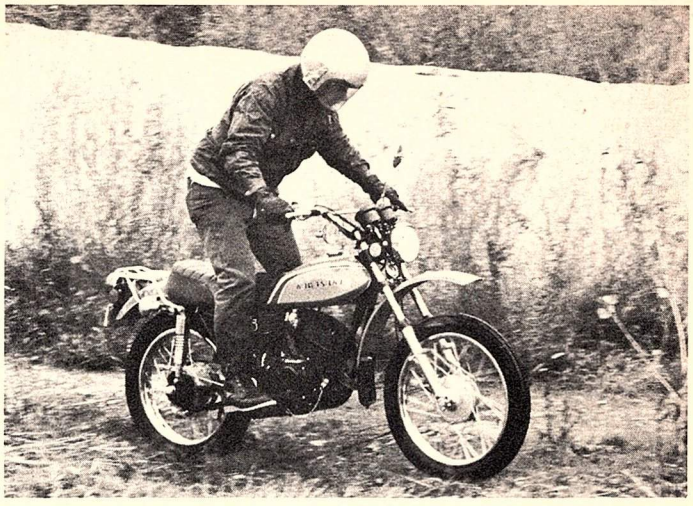
Front	**3.25 x 18 4PR**
Rear	**3.50 x 18 4PR**

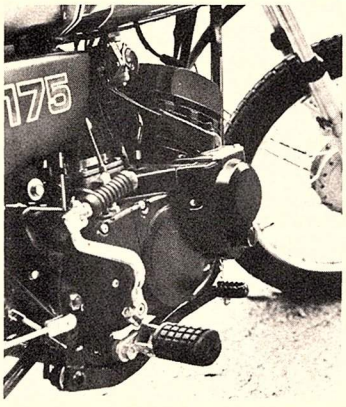
wasaki's rotary valve to offer the best low end. The F7 begins to work almost from the moment the throttle is opened, and it continues to pull strongly, with excellent throttle control right up to redline. The piston-port Suzuki falls right in behind the Kawasaki with excellent throttle manners. Both motorcycles will tractor willingly for long periods without becoming fussy.

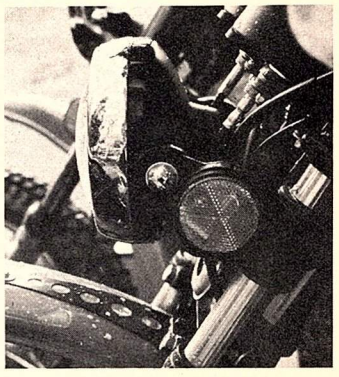
This is not quite the case with Yamaha. Reed valve inlets are often touted for their good low speed running characteristics but this matters little with the Yamaha 175. While it may have gotten off scot-free had it been tested all by itself the real-time comparison found it running a poor third to the other two. The Yamaha is plagued by a pipiness that is not present in either the Suzuki or the Kawasaki. At very low speeds the Yamaha is soft, requiring massive throttle applications to get it underway. Then, when it hits its stride it comes alive with a great burst for such a little fellow. This, in combination with its quick handling chassis, makes for some anxious moments.

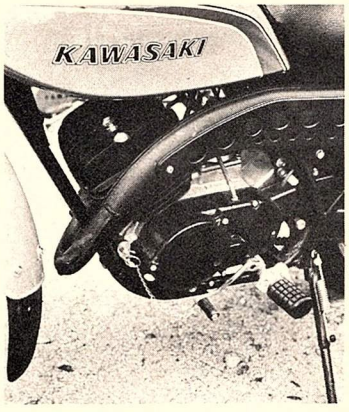
Claimed horsepower differences—Yamaha 16 bhp, Suzuki 17.5 bhp, and Kawasaki 20-plus—can be felt. Torque peaks are 11.6 ft.-lbs. at 6,000, 13.5 at 6,000, and 15.4 at 7,000, respectively. In pounds-horsepower the Kawasaki fares best at about 11 pounds. The Suzuki is next at 12.5 pounds and the Yamaha works out to about 13.8 pounds. One would expect that the Yamaha's supposed milder state of tune would provide it with greater tractability on the bottom, but instead the tauter of the three, the Kawasaki, claims this mark.

All three motorcycles use the same carburetor type—a Mikuni VM24SH—oil-wetted foam filtration, and air boxes mounted high in the center frame. The Kawasaki was inadvertantly subjected to an immersion test in a small icy stream, running at the point the bike took a bath, about a foot deep. The motorcycle fared much better than the rider; it came alive with a couple of prods to ferry the near-frozen tester back to the transport for a change into dry clothes. USDA approved spark arrestors are fitted to each motorcycle silencer.









KAWASAKI 175

MAKE	**KAWASAKI**
MODEL	**F-7**
PRICE	**$663.00**
WEIGHT	**260 LBS. (WET)**

DISTRIBUTOR

Kawasaki Motors Corporation
1062 McGaw Avenue Santa Ana, California 92705

ENGINE

Type	**SINGLE-CYLINDER, 2-STROKE**
Bore (mm)	**61.5**
Stroke (mm)	**59.0**
Displacement (cc)	**174**
Compression Ratio	**7.1:1**
BHP at RPM	**21.5 AT 7,500**
Carburetor	**VM24SH MIKUNI**
Ignition	**CDI**
Lubrication	**INJECTION**

DIMENSIONS/CAPACITIES

Wheelbase (in.)	**53.0**
Ground Clearance (in.)	**9.5**
Peg Height (in.)	**12.0**
Seat Height (in.)	**32.5**
Suspension Travel (in.)	
Front	**4.5**
Rear	**3.2**
Oil Capacity (qts.)	**1.6**
Fuel Capacity (gal.)	**2.4**

WHEELS AND TIRES

Front	**3.00 x 19 4PR**
Rear	**3.50 x 18 4PR**

They do indeed deserve to be called silencers, for each of the three was uncommonly quiet and could be ridden for long periods of time without noise fatigue, and without frowns from non-motorcyclists. All the exhaust systems are tucked neatly out of the way, but the Suzuki's heat shield has a bothersome vibration that is transmitted to the right leg. The arrestor units are readily maintainable by removing them from the rear of the silencer, giving them a good scouring and reinstalling them.

Suspension is good on all three models, with the nod going—just fractionally—to Suzuki in terms of handling. In all cases damping was adequate for the trail riding the bikes were subjected to, and this included some brisk motoring over some pretty primitive country. All the rear spring shock units incorporate five-position preloaders, and front units are in the popular Ceriani style, externally. The Kawasaki's units are their own Hatta units which provide all manner of changes in wheelbase, rake trail, and standing height. Resisting the temptation to play at being chassis designers we rode the motorcycle as it was delivered, with the front axle mounted in the center position and found the handling much to our liking.

The rear hubs on the three looked as though they were rendered by the same machine. They are lightweight units with deep flanging for added strength. They are set up with a two-over lacing pattern which further adds to the strength of the wheels. The brakes on all three motorcycles are good and will haul them down smartly and in control. Both the Suzuki and Kawasaki performed satisfactorily after immersion of the hubs, but the Yamaha was totally without stoppers upon emerging from the stream. About 100 feet of hard application is required to dry them sufficiently to the point where they began to work once more.

All three are fitted with trials pattern tires, and it's a good choice for several reasons. They permit the motorcycles to be ridden on pavement with greater safety and comfort than knobbies, they stick very good

SUZUKI 185

MAKE	**SUZUKI**
MODEL	**TS-185K (SIERRA)**
PRICE	**$679.00**
WEIGHT	**228 LBS. (WET)**

DISTRIBUTOR

Suzuki Motor Corporation
13767 Freeway Drive Santa Fe Springs, California 90670

ENGINE

Type	**SINGLE-CYLINDER, 2-STROKE**
Bore (mm.)	**64**
Stroke (mm)	**57**
Displacement (cc)	**183**
Compression Ratio	**6.7:1**
BHP at RPM	**17.5 AT 7,000**
Carburetor	**VM24SH MIKUNI**
Ignition	**PEI**
Lubrication	**INJECTION**

DIMENSIONS/CAPACITIES

Wheelbase (in.)	**52.6**
Ground Clearance (in.)	**9.4**
Peg Height (in.)	**12.5**
Seat Height (in.)	**32.5**
Suspension Travel (in.)	
Front	**5.7**
Rear	**3.0**
Oil Capacity (pts.)	**2.3**
Fuel Capacity (gal.)	**1.8**

WHEELS AND TIRES

Front	**3.00 x 19 4PR TRIALS**
Rear	**3.50 x 18 4PR TRIALS**

on hard surfaced trails, and they are not as prone to rearranging the landscape as knobbies.

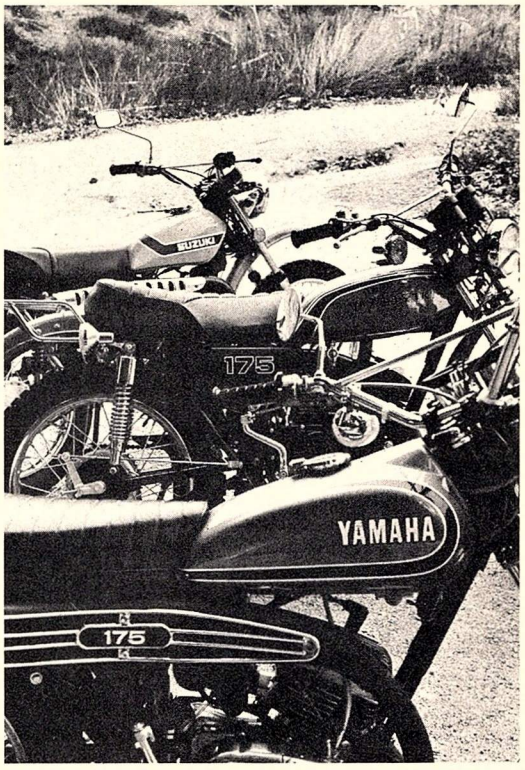
Electrical systems are street-legal on all three models. The Suzuki has kind of over-cooked the size of their headlamp, it looks more like it belongs on some of their large roadsters. At the extreme, the Kawasaki has a compact, handsome headlamp scaled to the motorcycle. Control design and placement is equally good for all three motorcycles. All have their ignition switches mounted with the instruments which include tenth-pick speedometers for each. Richening levers and knobs (read chokes) are located on the carburetors of the Suzuki and Yamaha, while the Kawasaki has its effort mounted on the handlebars inboard of the throttle. Both the Yamaha and Kawasaki were equipped with directional signals; not so the Suzuki, although it has provisions for their addition.

Riding position and comfort on the Suzuki and Kawasaki are good to excellent for medium to large riders, while the Yamaha tends to favor smaller physiques. As mentioned, the Suzuki and Kawasaki are so similar in the relationship of controls, seats and pegs as to be from the same box. Only the right engine cover on the Kawasaki, the portion that houses the carburetor, offers any hint that one has switched makes. The Yamaha, on the other hand, is quite different from either the Suzuki or Kawasaki. In addition to its shorter wheelbase, the Yamaha is fitted with 18-inch wheels both front and rear. The distances between bars, seat and pegs are also fractionally less to add to the feeling of smallness. It's entirely possible that Yamaha is into their last year of the 175 in the present chassis. It seems a reasonable assumption in light of the age of the design. The main frame is comparatively narrow through the middle. It begins, at the steering head, as a double cradle, but as soon as it is out of sight beneath the engine it Tees into a single center tube which ties into a single spine. The rear sub-frame angles in just before tying into the junction plates at the rear of the engine, and the completed package seems a little overstressed for an engine as lusty as a 175. We're certain that much of the Yamaha's whippiness over the rollers is the product of a not too rigid chassis.

In contrast both the Suzuki and Kawasaki have very stout skeletons for their engine sizes. The Kawasaki is a full double cradle design, while the Suzuki begins their piece with a large diameter, single down tube in front, tied into a "Y" at the bottom front of the engine. Both the Suzuki and Kawasaki show good triangulation. We feel that the extra effort and expense of these units are well worth it.

All three manufacturers would have us believe that these models are enduro designs, and accepting some fettling and modifications we would agree. It's startling to mentally compare these three with equivalent models of just a few years ago. Such prior concerns as, "Will they start?" and, "Will they run long enough to be tested?" are things of the past. And not only has reliability taken a quantum jump ahead, but designers seem to be getting a handle on handling. The Suzuki and Kawasaki are both excellent handling off-roaders that are as pleasurable to a highly skilled and experienced rider as they are safe and controllable for the novice. Again, the Yamaha suffers only by comparison with the other two with their obviously more current chassis. Yamaha has been overhauling their line from top to bottom over the past few years and the 175 seems to be overdue for an overhaul.

On price the three are so close as to rule this out as a decider. Dependability, too, is not a valid measure; they are all very strong on this point. Overall performance is really quite close for the three, despite some earlier complaints with the Yamaha. There's little doubt that this displacement class has grown up, filled as it is with a wide range of equipment types and quality. Kawasaki, Suzuki and Yamaha are the most popular offerings in this class for some very good reasons—most of them having to do with dollar value, based on initial purchase price, maintenance frequency and magnitude, and a whale of a lot of good riding. ●



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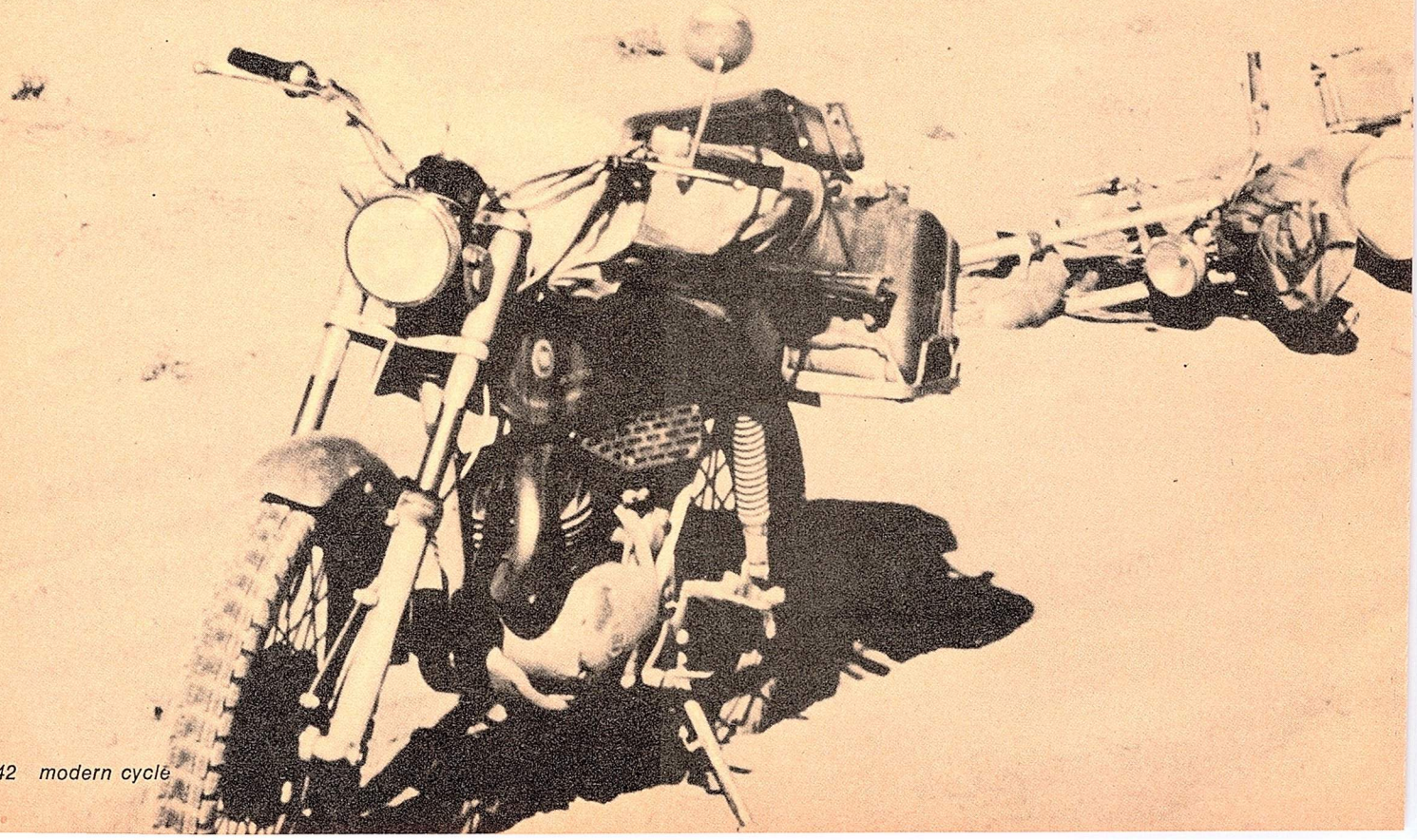
By Don F. Simanton and Dennis J. Kloesel



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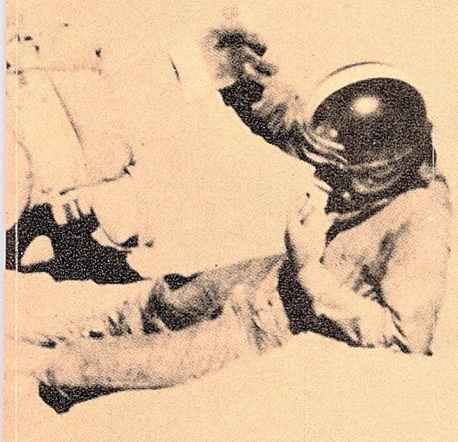

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You can start from the top or take a ferry from the mainland and start from the bottom, at La Paz. For a few days of your time, very little of your money, and a little advance preparation, you can have a ride you'll never forget.

But hurry. Part of it is already gone.

I'll tell you how we did it, if you want to ride the Baja for fun. I'll tell the story because Kloesel won't tell you all of it. He'll leave out the parts he'd like to forget, and you'll need to know the whole story. You'll need to take a friend along, too, even one who forgets sometimes to look back and see if you're still behind him. For a fun ride, the Baja is not a one-person run.

We had planned to leave as soon as we drove off the ferry into La Paz, but we ended up flat on our backs in a little hotel room, felled by some obscure bacteria we'd picked up in an even more obscure restaurant in Mazatlán the previous day: We lay there, staring at each other across the room, trying to decide just which one of us was to blame for this "Let's-run-the-Baja-just-for-fun" idea in the first place. The prospect of starting a nine-hundred mile trip up the Baja the next day seemed about as likely as going to the moon on a ten-speed.

The following morning, after ascertaining that we were really still alive, we made our way from pharmacy to pharmacy in La Paz, collecting aspirin, antibiotics and cough syrup. We had already come too far to let a few germs keep us from running the Baja. Then we found that one clutch cable was hanging from a single strand of steel: we pulled it out, put in our spare, and set out to find the inevitable Moto Islo dealer in town. Every Mexican town of any size has a Moto Islo dealer; some have both Islo and Carabela dealers. Unfortunately, if what you need doesn't also fit an Islo or a Carabela, you're often out of luck.

With a little ingenious drilling and cutting, the Islo man made a Montesa-

In San Ignacio we found accommodations for motorcyclists: a group of grass huts complete with big canvas cots.

The road turned into hard-packed sand, interspersed with pockets of very soft sand that almost caused a few spectacular accidents.

baja

Islo clutch cable for us, and by ten-thirty that morning we were standing in the grocery warehouse where we had locked the two Montesas the previous evening, stuffing pills in among the tools and spare parts in the tank bags and strapping our canvas supply bags between the jerrycans of gas and water that rode in racks on either side of the rear wheels. Being careful not to upset the sacks of potatoes and onions piled around us, we moved the loaded bikes out to the street and left.

The road north from La Paz is well paved, fairly straight, with a few winding curves through thick forests of saguaro cactus. This is the longest stretch of road without available gas: We stopped about ninety miles north of La Paz to gas the bikes from the cans and take one of each of the pills we had bought in La Paz. Within another hour we came into irrigated farmland, then drove into Villa Constitución, a fairly new town that resembles a midwest farming community set incongruously out in the middle of the Baja desert. We filled the gas cans and found a restaurant. After steak, potatoes, salad, tortillas and cold Pacífico beer, we felt as though we had totally overestimated the difficulties the Baja might have to offer us. As we sat in the restaurant, various of the town's small boys came to finger the bikes and their load, but the adults nearby, sensing that this didn't please us, sent them away in short order. After that, the bikes were not touched.

From Villa Constitución, we pushed westward and northward toward Loreto. Near Escondido, the road begins to follow the gulf coast, winding among the foothills from bay to bay of crystal-clear water. We decided to try to camp that night beside Bahía Concepción, north of Loreto, and look for some of the famous butter clams we had read about before we left.

We were hot and hungry when we rode into Loreto, the first permanent Spanish settlement on the Baja. The green date palms of this oasis had probably been as welcome a sight to them as they were to us. We found a restaurant in town, but Kloesel wasn't satisfied with what they had to offer: he had to have a milkshake.

They had never heard of milkshakes in Loreto. Up on the shelf behind the counter stood a milkshake mixer, dusty and unused, a monument to the miracle of electrification in the town. Kloesel went behind the counter and began an elaborate pantomime on the proper construction of the Great American Milkshake: first the two scoops of ice cream, then . . . they smiled at him indulgently, and when he had finished his instructions, they began, under his watchful eye, to put their first milkshake together. When it was finally ready, they decided that such a wonderful thing could not possibly be sold for less than a dollar. This considerably damaged our desire for a milkshake. After a great deal of desperate communication from our side, we got the price down to almost, but not quite within reason. They didn't seem to feel that all the valuable instruction they had received was worth much, since they didn't forsee any real demand for this type of creation. We drank our milkshakes, took more pills and left, leaving them shaking their heads at the idiosyncrasies of those crazy *turistas*.

It was getting dark as we rode northward, toward Bahía Concepción. We finally found the perfect camping spot, overlooking the bay. We had just finished unstrapping all the equipment when lights came on, showing up a house not fifty yards away from us. Out of all the wild and uninhabited land in the Baja, we had somehow managed to pick a camping place in somebody's back yard. We packed up and left. An hour later, we finally settled on a place with fewer rocks than the others we had looked over, spread out the tent and fell on top of it, asleep almost instantly.

In the morning we looked out over Bahía Concepción and watched the porpoises play. It was time, we decided, to go down and find some of the butter clams, the one our book said were easily located with the feet. We waded in the clear waters of a shallow cove for some time, until we finally came to the conclusion that neither one of us would recognize what a clam was supposed to feel like, even if we tripped over him. We waded back to the beach, which was littered with the remains of lobsters and oysters, climbed on the bikes and rode toward Mulegé to look for breakfast.

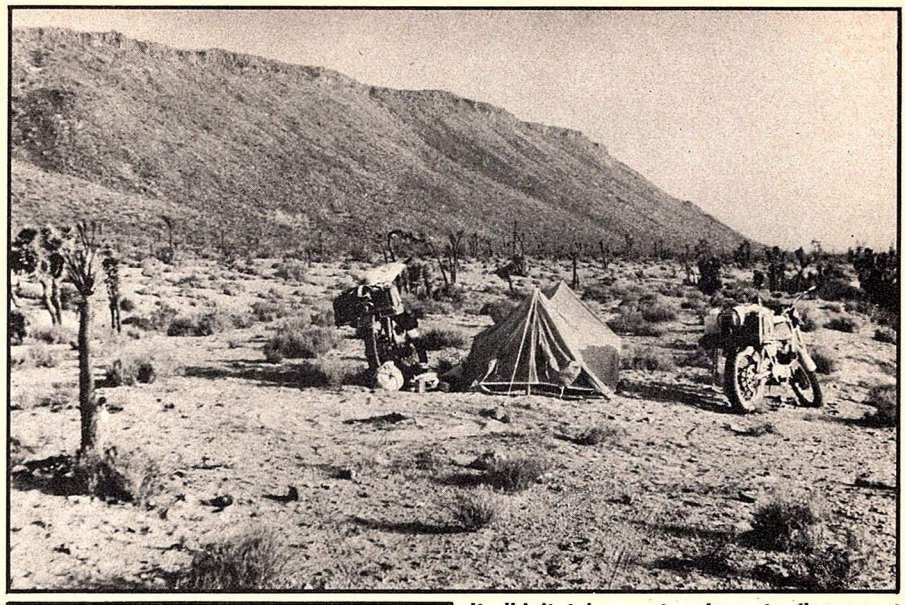
The road followed the coastline, high above many little bays, some deserted, some with anchored sailboats and resort accommodations along the shore, then turned off the main paved road to follow a poor, rocky road into Mulegé. We crossed the spring-fed río Mulegé on an unfinished bridge, then dipped down into a true oasis: green everywhere, with date palms rising in startling contrast to the desert all around. After breakfast, we filled our gas cans and started looking for a place to fill the water can. We were directed to a stone fountain up on the hill and took our place in line with various of the townspeople who had brought containers to fill.

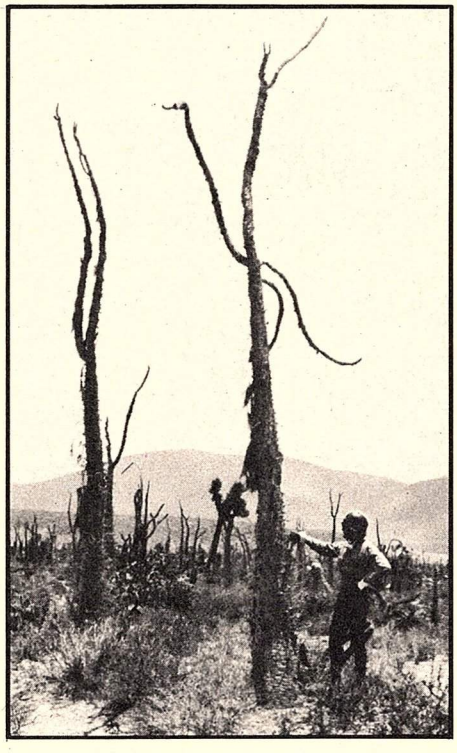
The road to Santa Rosalía is well-paved and fast. Except for a frantic unscheduled stop to remove a wasp that had been blown inside my helmet and was limping angrily over my ear, we made good time. Santa Rosalía is an old copper mining town, and the slag, hauled out into the bay and dumped,

turns the beaches black. These glittering black beaches were a startling contrast to the others we had seen all the way up. The harbor was busy, the busiest we'd seen since La Paz. After Cokes and candy bars from a grocery store on the dusty main street, we started for San Ignacio, eager for the pavement to end so we could ride the famous "Grade to Hell," a mountain road that has long made up a part of the legend of the Baja. Very little of it is left. The "Grade to Hell," we found, has been cut through, smoothed out and paved over by the construction machines. Portions of it can still be seen, but not traveled. Asphalt is inexorable in its destruction of things sacred.

We descended from the mountains onto a long, straight paved stretch which suddenly gave way to loose gravel: we narrowly missed being sprawled all over the road. After that, we drove more slowly and quit resting our heads on the sleeping bag and blankets across the handlebars. The pavement was intermittent into San Ignacio, where it disappeared altogether, leaving a rocky, dusty road in its place. We passed the mayor's house, where a windmill made entirely of old automobile pieces stood proudly in the yard. Very few things go to waste in the Baja: it's just too hard to get things there in the first place. We crossed the bridge over a large clear pool which had a "no swimming" sign, then made our way to the center of town. There we bought a liter of milk in a little grocery store, turned around, and went back out to the gas station. The San Ignacio gas station is the proud possessor of a Pemex 100 (Octane) pump with, of all things, a "Viva Montesa" sticker on it. The pump didn't work, but it looked nice, sitting there among the 55 gallon drums they really dispensed the gas from. They poured from the drum into plastic measuring containers, then into whatever the gas was needed for. It was not Pemex 100: probably one of the other two government grades, 90 or 80, but the bikes seemed to run on any of them, so we weren't too concerned. The only oil available in the Baja seemed to be 40 weight, but we had brought our own 2-cycle oil.

Along the same road we found accommodations for motorcyclists and other weary Baja travelers: a group of grass huts complete with tall canvas cots, $1.00 a night, shower included. We had to try it. After stashing our gear next to the cots and duly latching the door with the key provided, (sort of a useless effort since anyone who really wanted to could have, with very little effort, walked right through the wall), we looked over the rest of the place. There were showers, as promised: the owners had constructed a huge shower house with enough cubicles for the en-





It didn't take us too long to figure out that all anyone had to do was pull two poles and we'd be hopelessly entangled in yards of nylon.

The Boojum tree, a strange relative of the lily, is, with a few minor exceptions, only found in the Baja.

The best meal of the trip was prepared for us in Rosarito, in a rectangular conglomeration of building materials with "cafe" scrawled on the front.

tire population of San Ignacio to use in only two or three shifts. It was an incredible structure, especially in contrast to the restroom facilities, which consisted of one old odiferous outhouse set off to the side of the showers.

Rather than disturb the calm of the shower house just then, we set out on the bikes to find a swimming place, but we soon discovered that nobody swam: they drove trucks into the spring-fed rivulets and washed them, hauled clothes, babies and themselves to the river pools to wash, but nobody swam. We settled for a pool that look deep enough, but it turned out to have in the very recent past held a herd of cattle: this made it necessary for us to return to the showers . . . in a hurry.

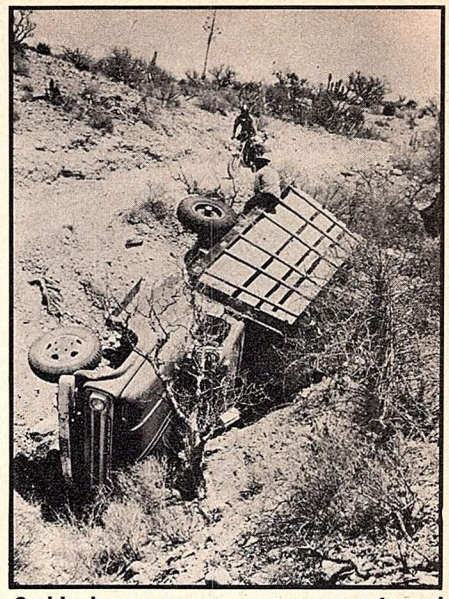
After the last traces of the herd were washed off, we found a restaurant that sold cold beer and hot burritos: it was full of construction workers, and as visitors to the town, we attracted a lot of attention. The daughter of the owner, recognizing us as Americans, came over to practice her English with us. When she returned to the kitchen, the construction workers invited us over and insisted on buying us beer, just so we'd stay and talk a while. They all thought we were rich, and wouldn't believe us when we said we weren't. One of the group, darker than the others, asserted that he could never be rich or smart because he was an Indian: thus by reason of birth he had no hope of getting anywhere in life. When we tried, the best we could with limited Spanish and unlimited gestures, to refuse this, to tell him that education and other things could change that, he stopped us in mid-explanation, took Kloesel's hand and laid it down next to his dark one and said, "That's why your rich and I'm poor: nothing can change it." We looked at the white hand and the dark hand there on the table and couldn't think of anything more to say. He finally broke the silence, smiling: "But you get charged more for everything than I do. So in a way it comes out even." We all went back to our beer. The daughter never came out again. We found out why the next morning.

At breakfast in the same restaurant, the girl started to come to our table and was sharply reprimanded by her father. We didn't hear all he said, but the one thing we did hear was, "You stay away from those .....s who associate with Indians!" We had, in making friends the night before, violated a great unwritten social rule, it seemed. Since neither one of us had a good enough command of Spanish to involve ourselves in a discussion with an irate father, we ate our breakfast in silence and left.

When we returned to the grass huts, we found that in leaving the pool the previous evening, I had picked up a long cactus spine in the rear tire. I started the tedious process of removing the rear wheel. The patch I put on curled off when the tire was inflated. We took the tire to the gas station, which advertised that among other things, they repaired tires. The man at the station patched the tube, put it back in the tire and on the wheel, then blew it up. It went down again. He started taking the tire off the rim again, slipping with the tire tool and letting out with a resounding curse in Spanish. Kloesel knew these words, and gave him the English equivalent of them. The man stopped prying at the tire and repeated the English words. Kloesel corrected his pronunciation and he said them again, to practice, and again, when his hand slipped. By the time the tire was fixed, he had a good working vocabulary of the English counterparts of all the words one says to tires that won't come off or go back on rims easily. He was so happy he refused to charge us for the tire repair. We thanked the man, who responded cheerfully by reciting some of his new words, went to fill our water jug at the restaurant, and started out on the first stretch of "real" Baja road. The first hour and a half of travel was still on construction road: we rode north, dodging piles of dirt and sand, sometimes restricted to a single rut behind slow-moving trucks. Finally all signs of construction vanished. We stopped at Rancho Argentina to adjust the shocks: we kept bottoming out with our load. Gas, meals and cold drinks are available at the ranch. As we were finishing up, five Suzukis drove in, followed by a jeep containing another Suzuki to be used for spare parts. They looked like they'd had a rugged ride, coming from the north: the rims of the bikes looked like they'd been attacked with sledgehammers. We all stopped to watch a group of drunken construction workers dancing at the ranch. Later, we wished we'd gone on ahead: we had to play cat and mouse with their careening old truck for many miles before they gave up the game.

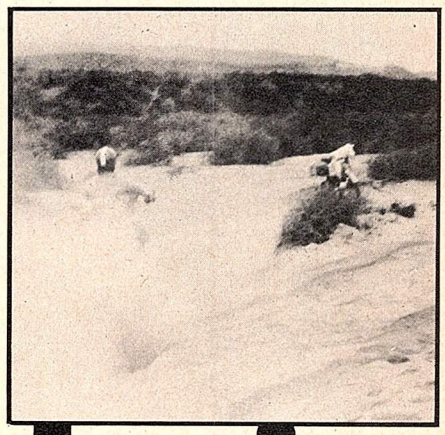
North of the ranch, we encountered our first unmarked fork in the road. The construction workers had caught up with us again and cheerfully told us to go down the left one. Or the right one. They couldn't agree. I took one and Kloesel took the other. Two miles later, the roads joined again. We found it to be that way during most of the trip: if we were unable to distinguish which road was the more frequently traveled, it seemed to make no difference which one we took: eventually they came out in the same place.

I fouled a plug and the construction workers lurched to a stop behind us again. They all piled out to help push. We ran all over the desert together: me, the bike and a crowd of drunken, stumbling, laughing construction workers. It started. The road turned into hard-



Suddenly we came upon an overturned truck that hadn't made one of the curves. They ended up picking him up. There was nothing we could do for them.

Kloesel rode ahead of me, churning up clouds of powder.



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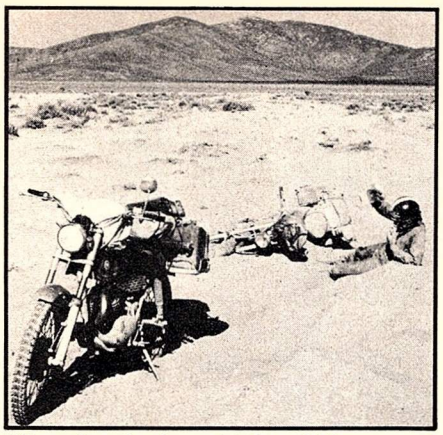


When the air cleared I found him several feet from the half-buried bike, lying in the sand.

baja

packed sand, interspersed with pockets of very soft sand that almost caused us a few spectacular accidents. We climbed occasional rock hills, bumping the bikes over rocks up to typewriter-size and going around the others, winding our way up and down slowly. Near El Arco, we crossed the boundary between the northern and southern portions of the Baja: a white rock and a lone plane at an airstrip marked the spot.

After buying gas and Cokes in El Arco, we pushed on, determined to make at least a hundred miles that day. Kloesel was ahead of me, far enough so the coyote who came out on the road behind him didn't see me for a while as he loped along the road behind the first bike, sizing up the rider for dinner, or something. As I came closer, he became aware of my presence and veered off to the side. A little further on, we saw a large sidewinder in the road.

About thirty miles north of El Arco, we set up the tent between the bikes, built a fire out of dried cactus, and cooked our dinner. We went to bed smugly sure that if anyone happened to come along and bother the bikes, we'd know about it instantly, since parts of our tent were tied to them. We hadn't met anyone coming from the north except the Suzukis and a small caravan of four-wheel drive vehicles, but us city dwellers have this nervous thing about having bikes stolen, even out in the middle of nowhere.

It didn't take us too long to figure out, when we looked at the whole setup in the gray light of the dawn, that all anyone who really wanted the bikes had to do was pull two poles and we'd be wrapped up helplessly in yards of nylon, unable to lift a finger. Fortunately, honesty is one of the principal character traits of the people of the Baja.

The morning was cool and got cooler as we rode westward toward the Pacific. Rocks covered the road: we dodged small mountains of boulders and occasional pockets of sand. We were riding through a light fog when we came over the top of a small hill and saw the ocean below us, breaking on huge rocks. The road ran high above the coast for a while, then turned inland. Soon we were faced with many choices of roads: some were marked with crude signs designating the proper direction: on one occasion, a line of rocks laid out in the form of an arrow pointed out what we hoped was the right direction. Boojum trees, strange-looking relatives of the lily plant that with a couple of minor exceptions, are only found on the Baja, rose around us now in grotesque shapes.

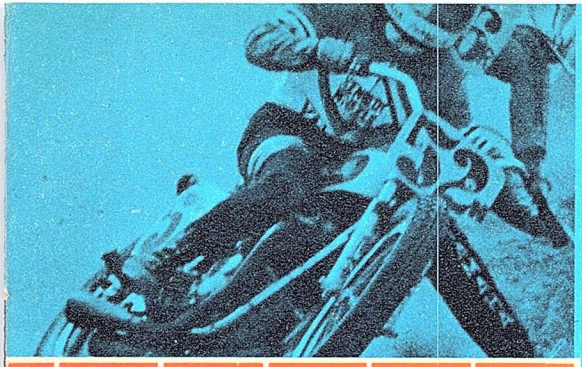
Near noon, we saw the green valley of Rosarito ahead of us. The town consists of about four small buildings constructed of whatever happened to be lying around. A fifth building stands at the top of a small hill nearby. We stopped and asked an old man where we could get something to eat, and he highly recommended the cafe at the top of the hill. We rode up and parked the bikes in front of the door of a rectangular conglomeration of various construction materials with "cafe" scrawled on it. It turned out to be the old man's house. A portable raido hung over the front door. Since it was obviously the finest (and only) eating establishment in town, we went in. Chickens pecked their way around the hard-packed dirt floor, where one oilcloth-covered table stood off to the side of the living room. Two teenaged girls were working in the open kitchen off to the other side. When we sat down, they recited the list of things they had available. Some of the foods we had heard of before, others never, so they brought everything out for us to see. We chose abalone, which we recognized, after they assured us it had been brought from the Pacific only the day before. The older girl started slapping up fresh tortillas for dinner while the younger one stood and stared fascinated at the book we'd pulled out to read.

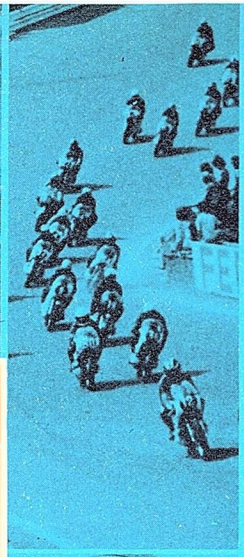
We showed her the maps and some of the pictures. Soon the whole family was looking at the book: papa had come back from town to join the group. By now there was a small but steady parade of curious Rosarito residents who just happened to drop by the house to see the two men with the red motorcycles. We must have provided the entire week's excitement for the town. Before dinner, we asked if we could wash our hands; we were taken out front to a 55 gallon drum full of water. As we returned, wiping our wet hands on our jeans, we looked up and saw a girl waiting for us with a fresh clean towel. We felt a little cloddish, to say the least. Soon dinner came: hot handmade tortillas, fried potatoes, salad, abalone fixed with fried sweet peppers, and beans. A grand total of 80 cents, plus drink, which turned out to be some kind of cold, apricot-flavored soft drink. We paid papa and left, heading northward and inland along rocky hills and ridges.

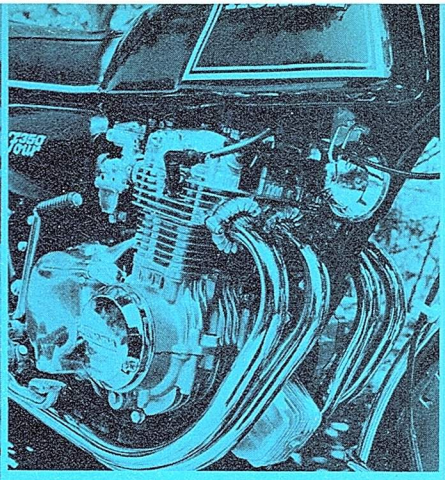
The road began a series of sharp, twisting turns through the mountains; suddenly we came upon an overturned truck that hadn't made one of the curves. The driver was sitting dejectedly on top, guarding the contents. We stopped to see if we could help. No, he told us, he had been there three days already and was waiting for the wrecker. We asked him how long it would be until the wrecker came.

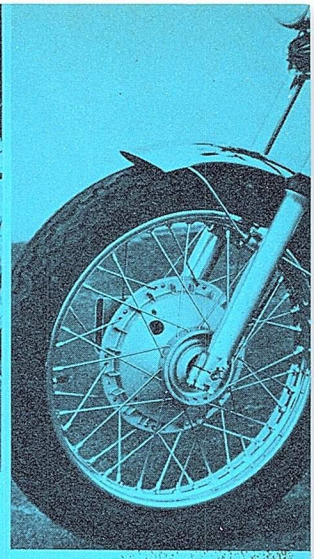
"Oh, another four or five days. Not too long," he replied. He refused our offer of food and water, saying he had plenty to hold him until help came.

(Text continued on page 73)









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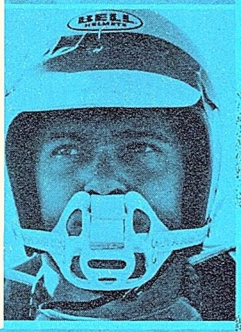
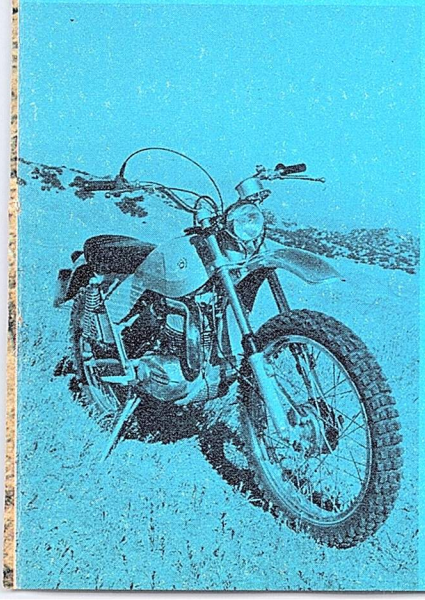
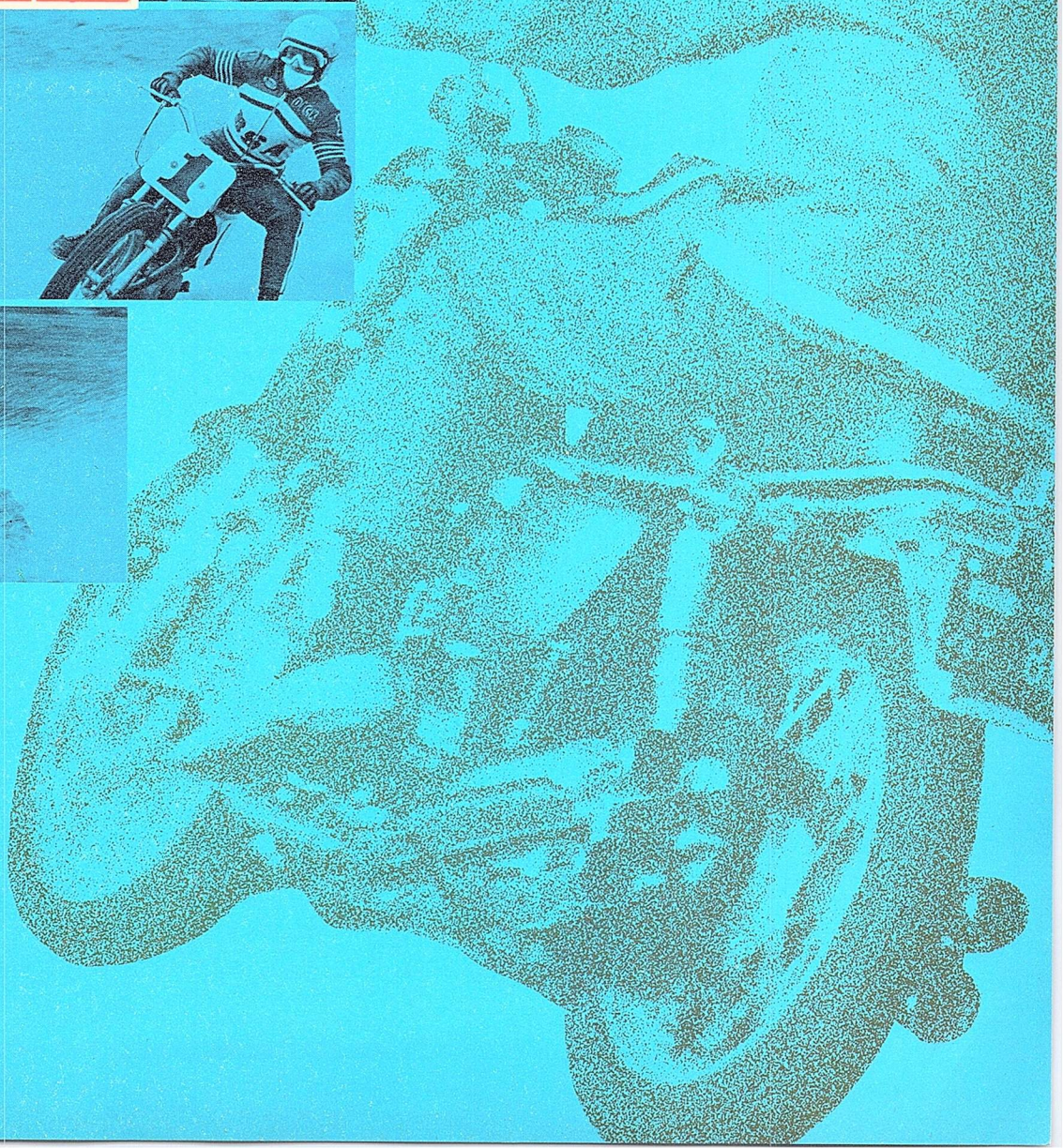
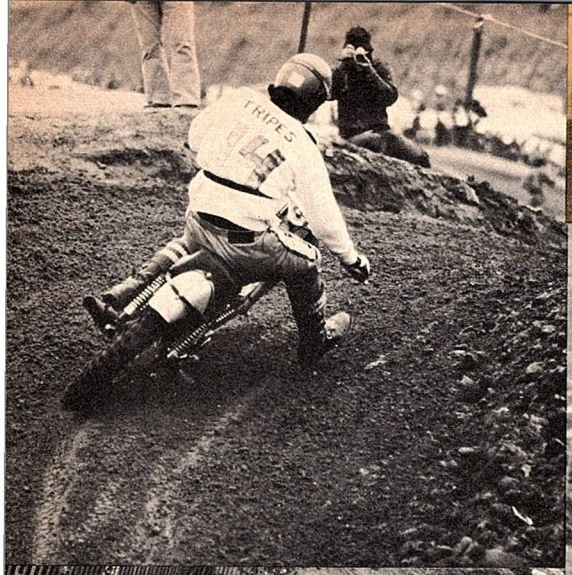


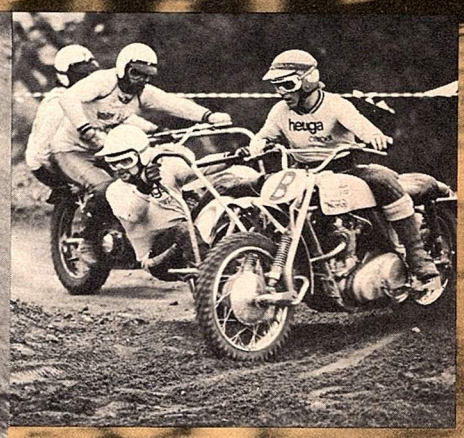






Superkidracer shows class well beyond his years. What will he be like when he's gained some experience?

Saddleback was one of Aberg's best performances.



The Wasp chassis Eurohacks add yet another dimension to motocross in the U.S.

From round three through eleven—nine straight—Ake Jonsson had it all his own way.

Suzuki's World Champion pair—DeCoster and Robert.

FINALE FOR THE 1972 TRANS-AMA SERIES

The '72 Trans-AMA motocross series ended much differently than it began but its outcome was certainly no surprise; beginning with the third round, at St. Louis, Missouri, Maico works rider Ake Jonsson began a winning streak that was to continue to the end. Jonsson dominated the scene with error-free performances characteristic of his experience and dedication. Major threats came

27

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UP ON THE PEGS

With Dave Ekins

IMPACT

A brand-new silver Lincoln Continental motors up a narrow palm tree lined lane supposedly in Florida. The car stops, the driver steps out and deposits a large olive drab colored bag inside a pillar and hurriedly gets back into his car. He backs it around and drives off in the direction he came, passing a motorcyclist kneeled next to his Honda.

The bike rider was fiddling with the electrics and casually observed the scene that took place. Meanwhile, in a nearby nursery hothouse, two FBI agents were staked out on a surveillance assignment.

The Honda rider watches the Lincoln disappear while slipping on his gloves then rides up to see what's in the bag. He parks the bike in gear so it won't roll down the incline and kills the engine with the thumb-operated kill switch on top of the throttle.

Stepping off the bike, he walks over and withdraws the bag from its hiding place. As the bag unzips the motorcyclist inspects $300,000 worth of (phony) money. Zipping it up, he hurriedly scrambles back to his Honda throwing the bag over his left knee. As he hits the starter button, the engine spins a few times without lighting off, and the Director is ready to yell, "Cut!"

Then the switch on top of the throttle is thrown to "on" and the bike fires up. He drops the clutch and rides off down a dirt road adjacent to the one used by the Continental. "Cut!" yells Director Phil Abbott of the regular Sunday evening FBI series.

There's an ensuing chase with Inspector Erskine and his sidekick pursuing the motorcyclist who has run off with all that ransom money—only he doesn't really know he's being chased because he just happened to snatch the bag of money by chance, so the TV script goes.

The inevitable chase ends in a climax that went like this. Our happy Honda rider and his new found wealth are cruising down a lonely road when a lady on a bicycle, complete with groceries, pedals directly into his path. There's the locking up of the rear tire and a swerve into the dirt shoulder of the road. The 500 Honda/Four starts to slide out one way then the rider goes over the high side landing several feet away from the bike face down.

He's helmeted, well padded, even to gloves. The tumble looked hairy but the stunt rider, being capable of taking care of himself, laid there face down in the dirt, motionless. Phil Abbott yelled, "Cut," and the stuntman got up brushed off the dirt and walked out of the scene.

An actor took his place in the dirt and the story continues. The FBI studio crew were at this Malibu location for 16 hours that day creating the bits and pieces of film that make up an episode.

Motorcycle action, crashes, and chases seem to have found their way into our everyday Boob-Tube. It's good in that some people in the film industry are making good money (when they work) using motorcycles. It's no different than a car chase nor is it different for the horses. If we look at cars and horses and motorcycles as vehicles for moving both the good guy and the bad guy in a chase sequence then the "dirty motorcycle rider" impact is not there.

Problem is the good guy almost never takes up the chase on a motorcycle. My only recollection was the

(Text continued on page 80)

FINALE FOR THE 1972 TRANS-AMA SERIES

Trans-AMA United States Champion for 1972, Brad Lackey.

from 500 class World Champion Roger DeCoster (Suzuki) and Husqvarna's Heikki Mikkola. DeCoster, plagued by injuries, managed a comfortable second for the series, while Mikkola had to be content with third following a DNF at Puyallup, Washington after his van containing his works bikes was stolen. Mikkola returned home to Finland without contesting the last two rounds, at Livermore and Saddleback, California.

Top American for the series was Brad Lackey on a Kawasaki development model. Lackey's fifth-for-the-series finish indicates excellent potential for the future.

The Saddleback finale was characterized by Jonsson's most convincing win. He was headed for only a single lap in all three motos, and that by a charging Joel Robert. Saddleback saw the second International class outing for Marty Tripes, riding a works CZ and looking good, very good. Young Tripes' purposeful style belies his 16 years. One can only wonder what he will be like when he has had some seasoning.

Saddleback was also the second outing for the Honda motocrossers, with two trick development models entered in the International and Bruce Baron aboard a production 250 in the Support race. Baron's performance was erratic, but when he was on the bubble he was able to make the new two-stroke work very well. Again, there's potential excitement for the future with this combination. Overall Support class winner was Rex Staten from Fontana, California. Staten, one of the more experienced juniors, has been beset by mechanical maladies up to this point, but he put it all together at the end with a cool, calculated ride in both Support motos, coming from somewhere back in the pack picking off rider after rider to win both times.

Saddleback was the end of the road for another year for what is shaping up as a true classic series. Despite next year's first points paying United States Grand Prix the Trans-AMA Motocross Series will no doubt be just as hotly contested, as this year's. Certainly it is already being impatiently anticipated by the tens of thousands of enthusiastic fans who are still talking about Trans-AMA '72 and the very quick Mr. Jonsson. ●

3 of the worlds finest motocross machines ...and why you should own one.

From local tracks to World Grand Prix racing, CZ motorcycles have become a motocross legend. Its championship reputation was earned with outstanding riders like: Joel Robert, Roger DeCoster, Sylvain Geboers, Paul Freidrichs, Brad Lackey, John DeSoto and many, many more.

But CZ's are not just for professional racers. Even a novice can take the checkered flag with a CZ right out of the crate.

Dirt Bike Magazine stated *"About as good as 1½ stock Yamahas."* Another editor wrote *"It might be the closest thing yet to the ultimate single purpose dirt bike."*

How good is the CZ? To find out you have to ride one. Specs don't tell the whole story.

For example, we know how to get the horsepower to the ground. CZ produces more DIN horsepower per pound, model for model, than the largest selling Japanese models. DIN horsepower is REAL HORSEPOWER, horsepower measured at the rear wheel, horsepower that's transferred to the track.

We mounted the flywheel magneto so you have quick and easy access to the points.

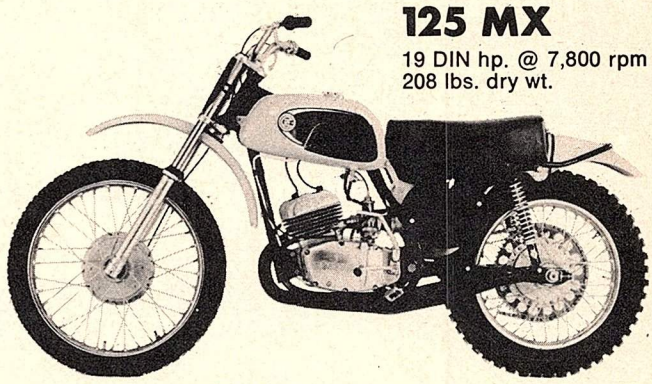
We welded on the brake and clutch lever brackets so they won't vibrate out of reach.

We made the engine narrow so it could sit low in the frame. Result: a c.g. so low you have to work at falling down.

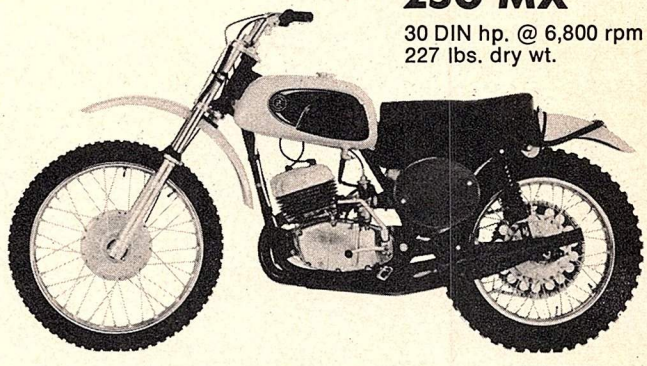
And parts so tough, so precisely machined, almost nothing can go wrong. (CZ is the only motocross with a warranty that covers racing.)

All this plus a good flat torque curve and horses that answer the moment you dial it in.

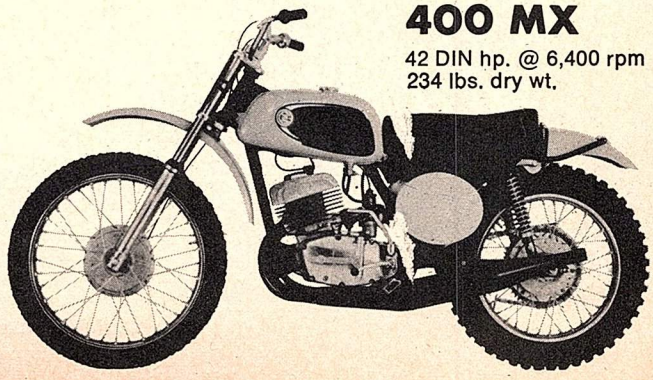
CZ's have won 32 world titles on stock bikes . . . so if winning is important, consider one of the world's finest . . . CZ. Check one out at your nearest dealer or drop us a line and we will supply you with your nearest CZ dealer.



125 MX
19 DIN hp. @ 7,800 rpm
208 lbs. dry wt.



250 MX
30 DIN hp. @ 6,800 rpm
227 lbs. dry wt.



400 MX
42 DIN hp. @ 6,400 rpm
234 lbs. dry wt.

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7600 Trans-Canada Hwy., Montreal 337 Ca.

Public lands belong to all of US.

(Ride thoughtfully.)

Protect your right to ride by proving that good cyclists make good citizens.

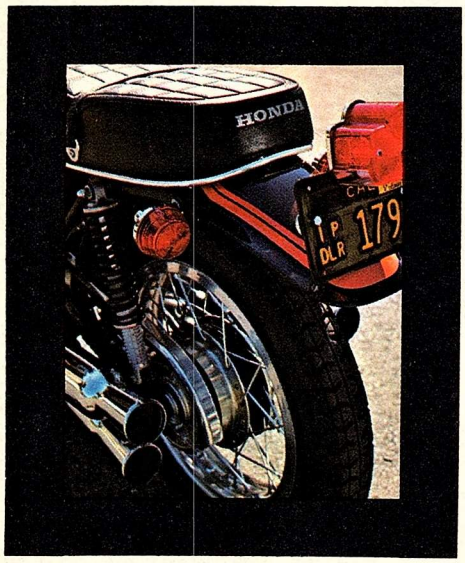
Your Motorcycle Industry Council is working hard to preserve the cyclist's fair share of U.S. public lands.

But excessive noise, or abuse of terrain, can still cost us a lot of ground.

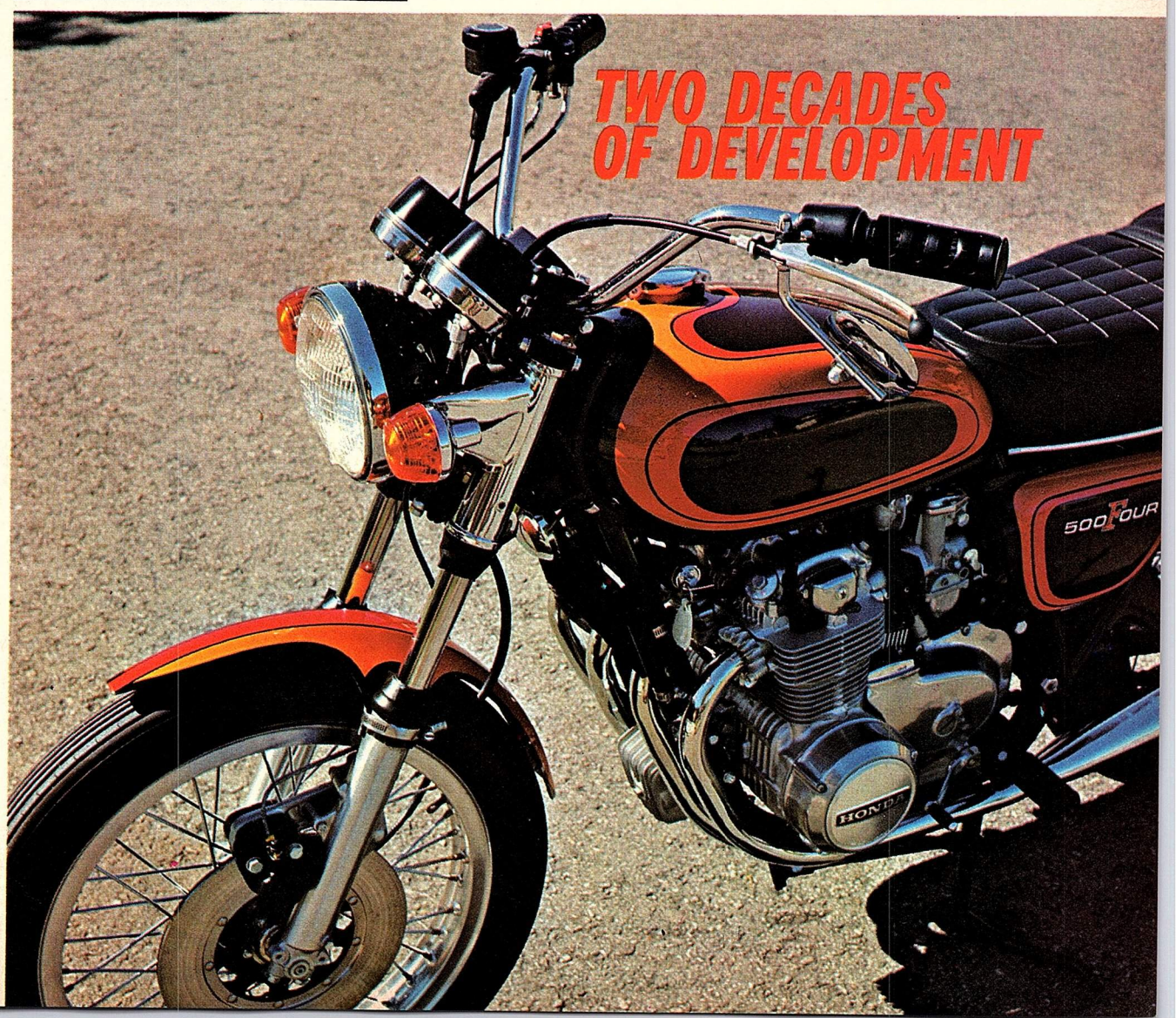
Remember, these lands *are* your lands. Use, don't abuse, your right to ride.

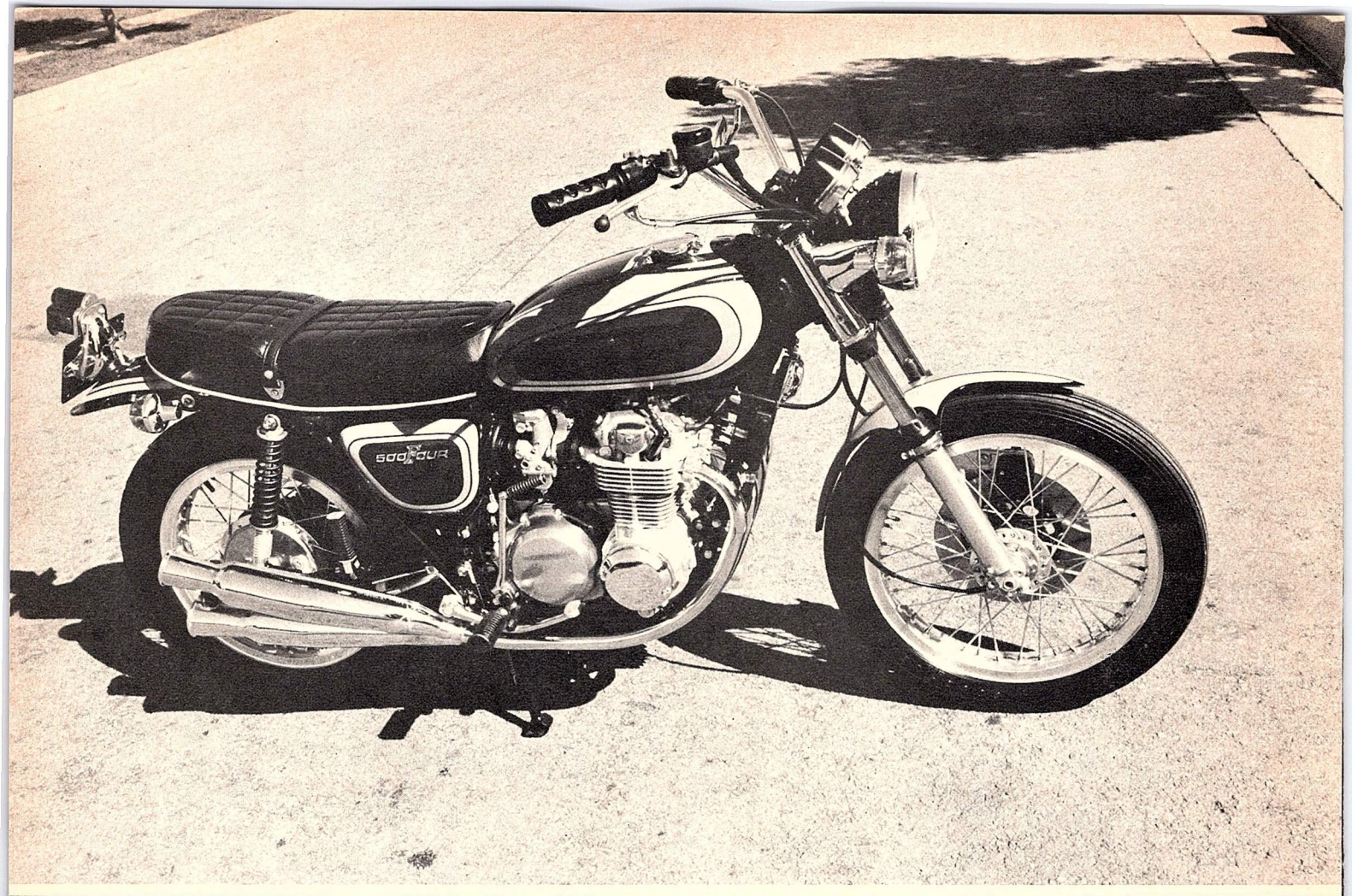
MIC
MOTORCYCLE INDUSTRY COUNCIL

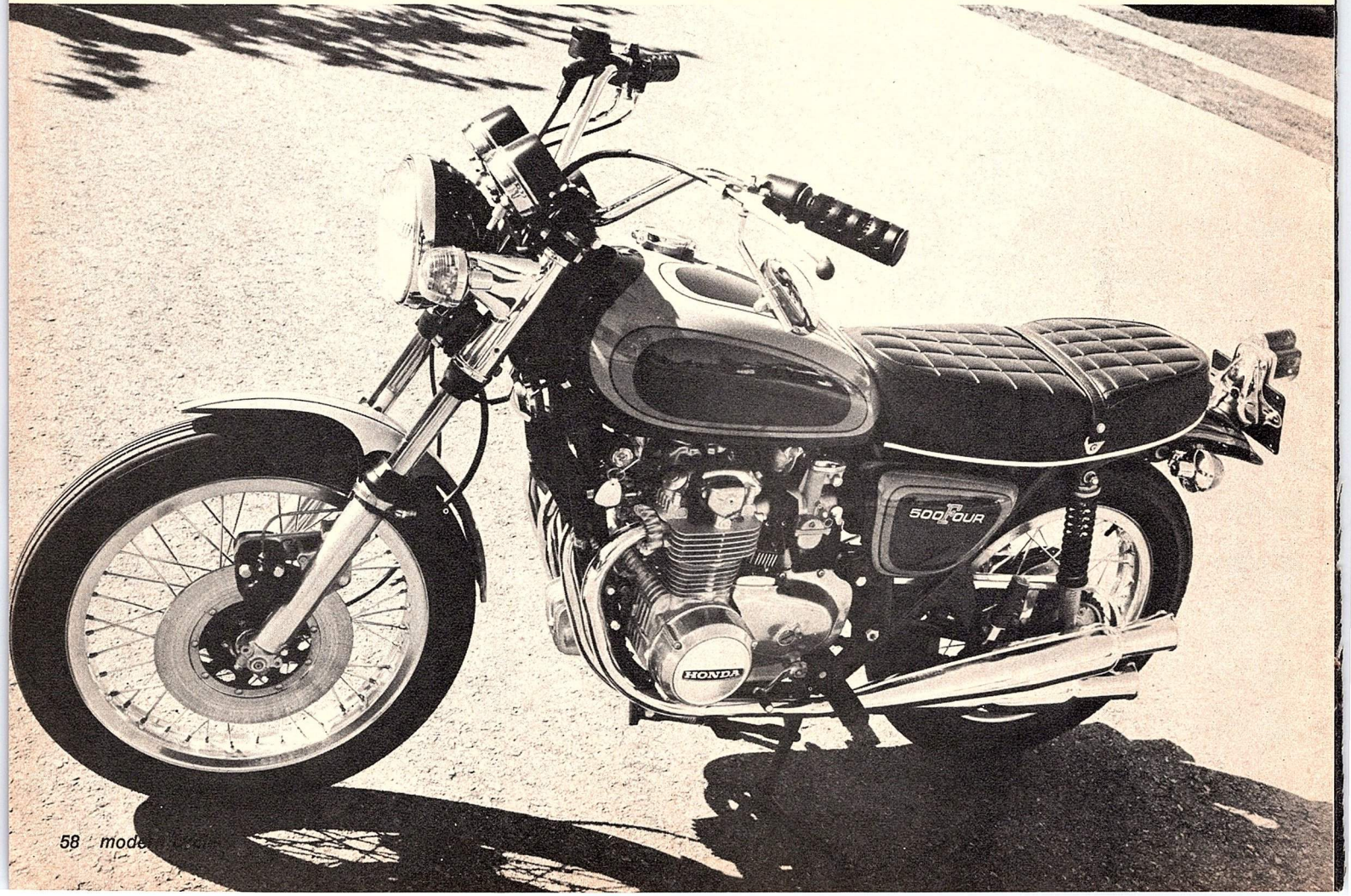
BRYSON

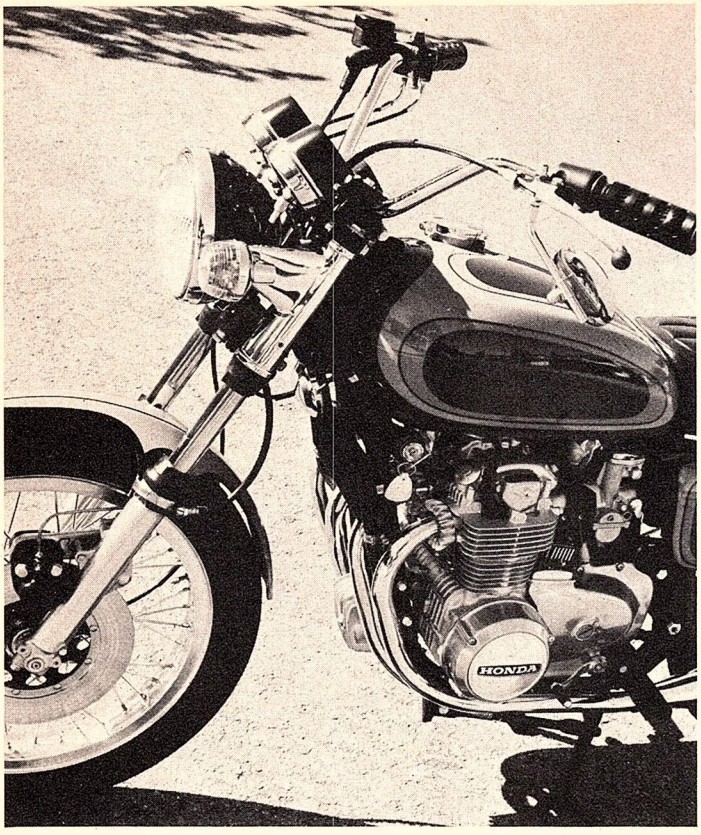


HONDA 500/FOUR




500 FOUR


500 FOUR
HONDA



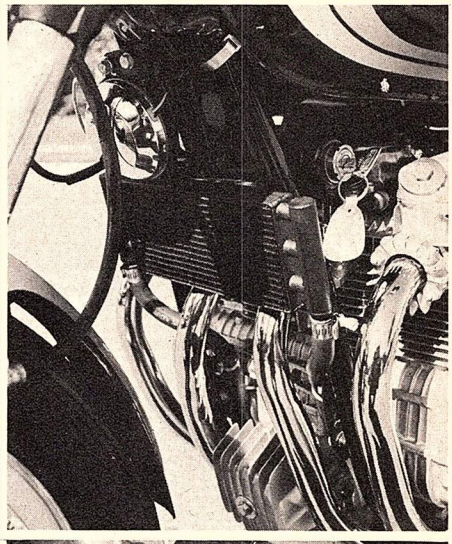
After more than 20 years of riding, building, and fixing motorcycles of one description or another a fellow develops some rather definite ideas about what a motorcycle is and is not. And despite the hundreds of available models in the present market certain touches and personal preferences that have been developed over a long time more often than not doesn't exist on box-stock products.

Gary Bryson's Honda 500/Four is the product of his long involvement with motorcycling both as a rider/racer and a member of the industry. Born out of desire for a near-perfect roadster—a superior machine embodying all of the refinements available, Bryson's Honda is devoid of the fad bolt-ons and indicates clearly what future roadsters can and may very well be like.

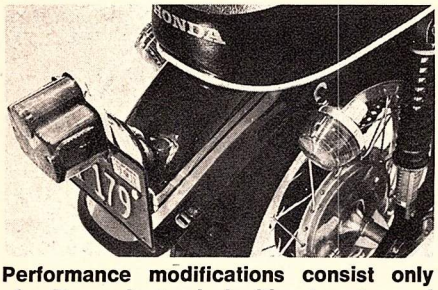
Like any true custom the Bryson Honda is highly personalized. It reflects its owner's likes and dislikes. But at the same time it testifies to Bryson's experience in motorcycle development; it is a universally appealing motorcycle that feels unfettled and very, very right.

Bryson, who is product manager for Buco Products, uses the Honda both as test bed and rolling showcase for some of his company's products. But the line has been drawn at need and applicability; the Bryson Honda is most definitely not an accessory horse. ●

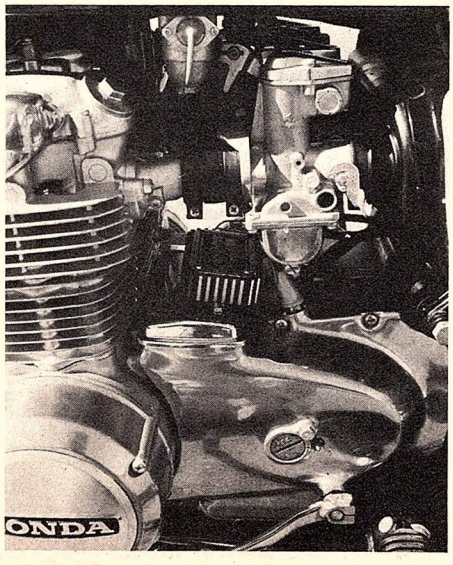
Turning indicator stalks have been shortened. Minimum legal distance of 14 inches between light centers has been maintained. Front forks have been beefed up through addition of Triumph inner springs. Both alloy wheels have been laced with 8-gauge chrome spokes and trued to 0.010-inch tolerance by Johnson and Woods in North Hollywood, California. The front tire is a 3.50x19 Goodyear Sports Rib, the rear is a 4.00x18 Goodyear All-traction.



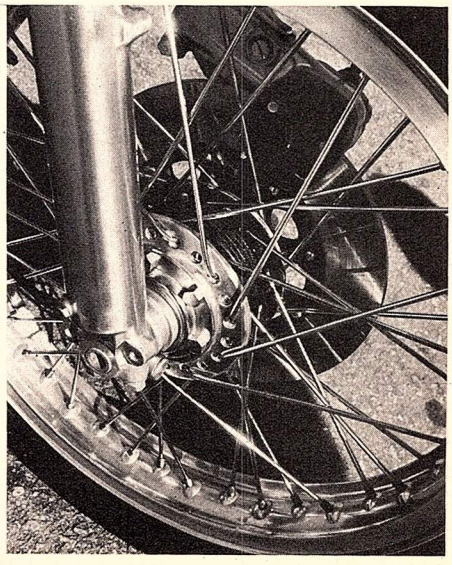
The rear fender peak is from a Honda SL-350. The original holes have been filled and a smaller, but still legal taillight from an early Yamaha has been fitted. The rear shocks are adustable Arnacos with 100-pound S&W springs.

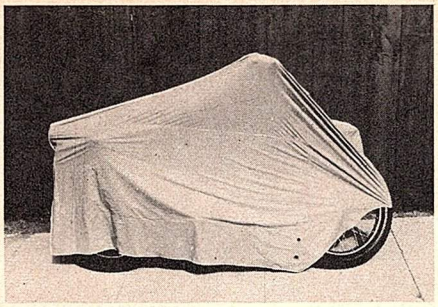


Performance modifications consist only of a Buco electronic ignition booster and a Buco/Hayden oil cooler, all in the interest of reliability and longevity. The comfortable roadster handlebars from American Design Engineering Co., Rickman road racing front fender and Buco handgrip covers add further touches. The effectively simple paint scheme has been applied faultlessly by custom painter Molly.



The manifold for the new Buco/Hayden oil cooler fits all of the Honda Fours—350, 500 and 750. The manifold unit fits between the engine case and oil filter.

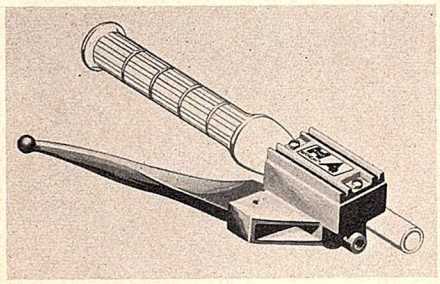




KEEP IT KOVERED

Keep the rain, dirt, and sticky fingers off your motorcycle by using Bike-Kover, a heavy-duty motorcycle cover. The Bike-Kover incorporates many features which include: special screened vents near the top that allow hot air to exit; heavy canvas material impregnated with heat-proof Teflon that insulates cover from hot mufflers and heads; three sets of grommets make it lockable; contoured design fits the motorcycle shape at the top as well as at sides; and its special sun-proof thread and binding used for durability sum up the smart appearance. Bike-Kover comes in regular size up to Honda 350 for $13.95, and larger Bike-Kovers for Honda 750, Kawasaki 750, Harleys and choppers cost $17.95. For mail orders please add $1.50 postage and handling.

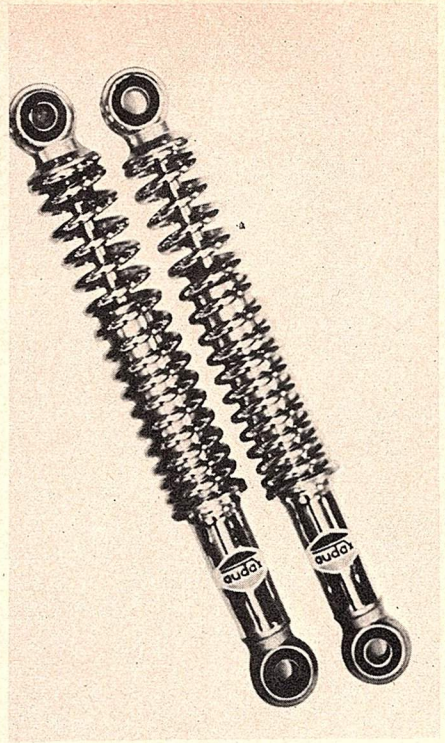
Available from: **DeVore Sales,** 867 9th Avenue, Dept. MC, San Diego, California 92101.



BAR MOUNTED

A new master cylinder and brake control which mounts on the handlebar of motorcycles has been introduced by Hurst/Airheart Products. The master cylinder incorporates a reservoir diaphragm and piston dirt boot. The die cast, polished aluminum unit fits all handlebars with ⅝- to 1⅛-inch diameters. The new H/A master cylinder is currently available with a ⅝-inch bore and will soon be offered with larger bores. The new design meets or exceeds the new DOT Motor Vehicle Safety Standard 122 when used in conjunction with a variety of H/A disc brakes or as a replacement for the original equipment master cylinder on most hydraulically braked motorcycles.

Available from: **Hurst/Airheart Products,** 20235 Bahama Street, Dept. MC, Chatsworth, California 91311.



REPLACEMENT SHOCKS

Azusa Engineering, Inc. has announced the development of an improved performance, Shock Absorber specifically for the tough little Yamaha Mini-Enduro. A patented internal mechanical damping system is the heart of these new suspension units. This system has been perfected after testing in thousands of other small shocks under all conditions. It provides a smooth controlled ride on the initial impact of a bump as well as upon rebound. The exposed progressively wound springs and main body of the shock are chrome plated for lasting beauty and sparkle.

The price tag per pair (that's right per pair, not each) is just $11.95 retail list, from: **Azusa Engineering, Inc.,** 1542B Industrial Park Street, Dept. MC, Covina, California 91722.

CORDLESS SOLDERING IRON

Completely portable soldering freedom of action, independent of any power cord and outlet, is the main advantage of the unique new Wahl "Iso-Tip" Cordless Soldering Iron. Hailed as "the greatest advance in soldering since electricity," the ni-cad battery powered iron can solder up to 100 joints or more on a single charge. It comes to full 700° soldering heat within 5 seconds at the press of a button and even spotlights the work area with a built-in guide light. With no cord to get in the way, no plug to look for or extension cord to string, the user has much more versatility—soldering in hard-to-get areas, with the power off, outside or "wherever the work is."

The iron has an additional feature that should make it especially attractive to those who work with delicate circuits. Its isolated tip construction eliminates electrical leakage, induced currents and much of the risk of heat damage to delicate parts.

The iron will recharge from dead to full overnight, automatically without overcharging, when connected to the recharging unit.

The "Iso-Tip" kit, model 7600, comes complete with the iron, recharger and a detachable general purpose soldering tip for about $22.95. Accessories available include a fine tip, protective carrier tube and an auto cigarette lighter charger adapter. The kit and accessories are available through most retail outlets.

Further information may be obtained by writing to: **Ross Advertising, Inc.,** 5901 N. Prospect Road, Dept. MC, Peoria, Illinois 61614.

HOT SET-UP FOR BIKE 'N BOD

FORK LIFE

These high quality fork fluids have the fork fill specifications printed on the back of each can of ATF Fork Life and Fork Life 30. There is a list of all the current models of the four major motorcycles sold in the United States: Honda, Yamaha, Suzuki, and Kawasaki, indicating how many CCs of Fork Life each takes.

Uniquely, the over-cap is the measuring device. It is graduated in CCs so you can conveniently measure the proper amount without having to convert to ounces.

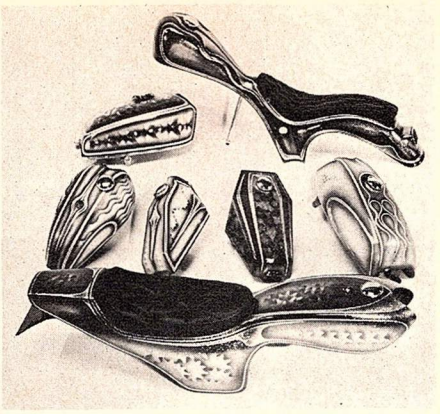
Also offered is a bellows syringe for filling, which makes the application very simple since you do not need a funnel and you can measure accurately.

All Honda dealers have been instructed to use automatic transmission fluid in the forks of all Hondas. ATF Fork Life was introduced on the market specifically to fill this need. It also works well in the forks of all other motorcycles. It is about a S.A.E. 10 in viscosity.

For those riders that prefer a firm fork action, Fork Life 30 is recommended. Fork Life aids in preventing foam, rust, oxidation, wear, and leakage with a wide temperature range, both hot and cold.

They are available in 16 ounce recloseable cans at $1.25 per can from your local motorcycle dealer. The bellows syringes retail for about $.79.

Additional information is available from: **Ashland Chemical Company,** Specialty Products Division, 10505 South Painted Avenue, Dept. MC, Santa Fe Springs, California 90670.



CUSTOM PAINTING

The Fiberglas Works, manufacturer of fiberglas motorcycle accessories, has been custom painting their products for years. They are now offering custom painting as a mail order service.

They will take your steel or fiberglas motorcycle tank, fender and side covers and apply a secret formula, one of a kind paint job that is impervious to fuel and weather.

For complete information and prices send two dollars for full-color catalog including custom painting service, seats, tanks, fairings, fenders, bodies. Address your inquiries to: **The Fiberglas Works,** 328 Ingalls Street, Dept. MC, Santa Cruz, California 95060.

CHENG SHIN

The very competitively priced Cheng Shin tires are now available in the United States. Inter-Trends, 825 S. Victory Blvd., Burbank, California 91502, is distributor of these excellent tires, which are featured in three models: motocross, street and trials.

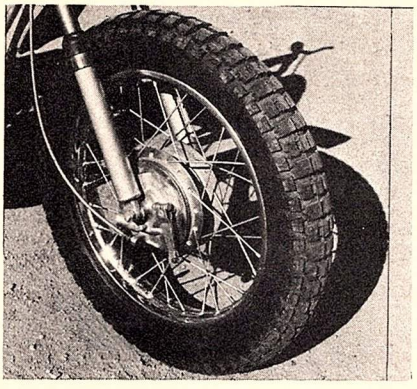
Cheng Shin tires feature a new wide oval profile and tread pattern, which insures greater directional stability, smoother riding, maximum grip in mud and sand, and better flotation. The outer lugs are bridged and buttressed for greater strength and stability to prevent sudden breakaways.

Cheng Shin is the only knobby 6-ply tires available in sizes 4.00x18 and 4.50x18, and also the only knobby 3.50x21 tire produced. All tires have 100% nylon cord.

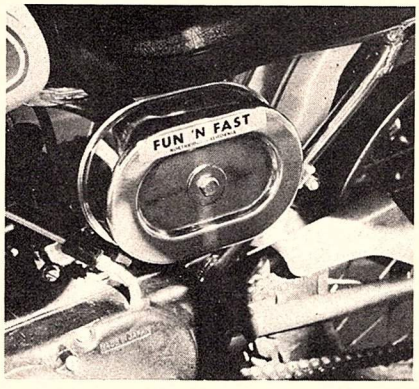
Dealers: inquire on your letterhead to: **Inter-Trends** at the above mentioned address.

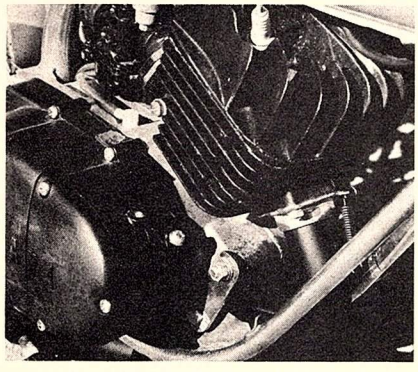
(Text continued on page 70)

The Torque Engineering Mini Enduro fork kit is an essential part of the overall conversion. The stock forks are incapable of handling the punishment brought about by the increase in horsepower.

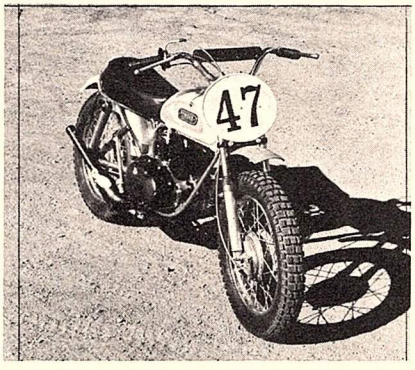


The buffed aluminum air cleaner houses a Filtron element. The cleaner tucks in well out of the way of the rider and, most important, it passes a sufficient volume of air.





Mounting the engine proved to be simple. The stock rear engine mounts were utilized, and the front of the engine was secured in position by means of two steel mounting plates.



The 100cc Yamaha engine fits surprisingly well into the Mini Enduro chassis. The machine develops 10.4 horsepower to the rear wheel and weighs less than it did in stock form.

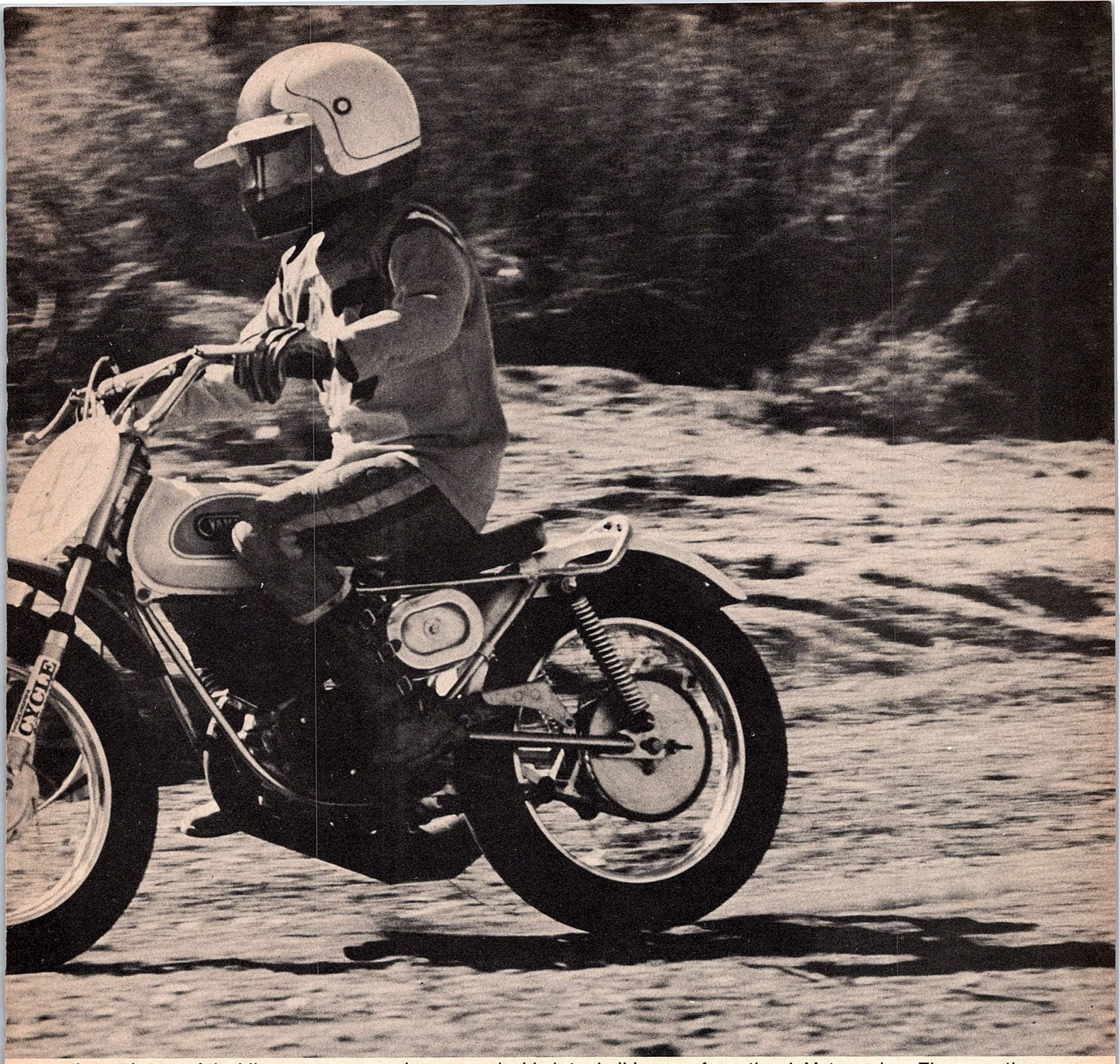
AN ENGINE SWAP, AND OTHER MODIFICATIONS, PRODUCES A REAL MICRO-BOMB.

building a muscle mini

One of the basic criteria for determining the potential of a motorcycle is the power-to-weight ratio. A bike with a good power-to-weight ratio will weigh next to nothing and produce gobs of horsepower. A machine with a poor power-to-weight ratio is just the opposite; it weighs a ton and doesn't produce enough horsepower to turn its own wheels.

Consciously, or not, most riders are trying to reduce weight and thus come up with a machine with a better power-to-weight ratio. Lightweight aluminum or titanium handlebars, lightweight plastic fenders, Akront rims, and anything else that reduces weight on a motorcycle produces a better power-to-weight ratio. Aside from the obvious benefits of improved acceleration and a better top speed, a lighter motorcycle has several other not so obvious advantages. The lighter a bike the easier it can be forced through turns and over rough terrain and the quicker it will stop. Basically, that's all racing is about: acceleration, braking, and handling.

When trying to build a machine with a really good power-to-weight ratio it's very easy to get into serious trouble. As an example we offer the squid who manages to shoehorn a Maico 501 engine into an all-Bultaco Lobito frame. Convinced he has the fastest motocross racer in the world our intrepid squid heads for the local track and quickly finds that the stock forks on his bike fold up under the extreme punishment brought on by the increase in horsepower, the stock brakes on the bike do nothing to affect the forward progress of his projectile, and the poor frame begins to fall apart because of the punishment it was never designed to handle. An intelligent engine swap is an excellent way to improve the power-to-weight ratio of any machine, providing, common sense is used in



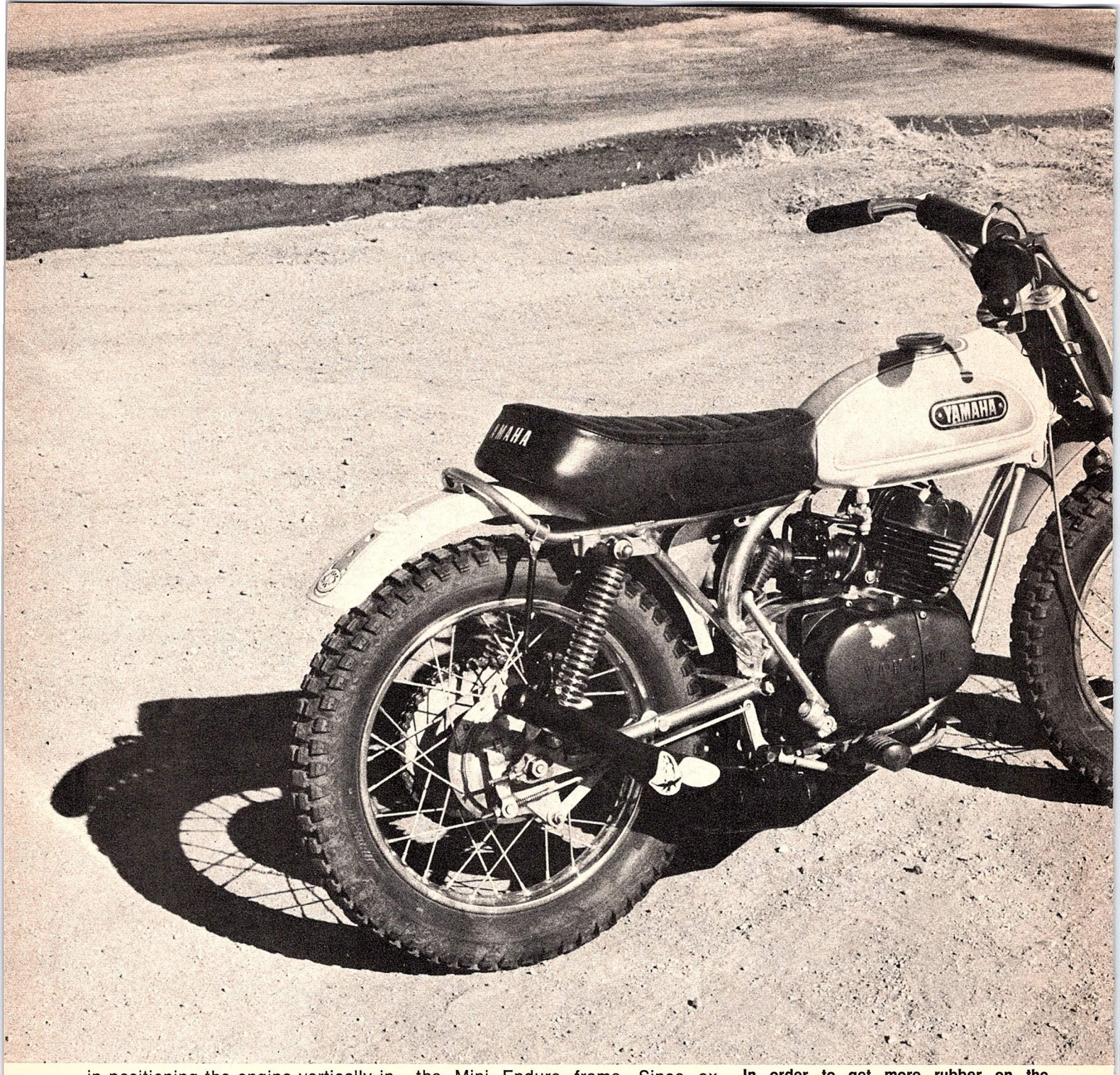
the setting up of the bike.

When we laid down our initial plans for an Open Class mini-cycle racer both strength and safety were among the most important considerations. In local mini-cycle racing circles the classes break down as follows: 0 to 61cc, 61 to 81cc, and 81 to 125cc. The riders are rated as either Amateurs or Experts. The physical dimensions used to determine the limits of a legal mini-cycle in this league are very accurately spelled out. Very few manufacturers build machines that fit in this Open Class category, thus, most of the machines that compete in this classification are "specials." Because of our familiarity with Yamaha equipment, and because of our riders experience on Mini Enduros we decided to build one of these popular little Yamahas into an Open Class machine.

After some eyeball measurements we determined that the new 100cc 5-speed Yamaha engine might fit in the Mini Enduro frame. Larry Shoemaker of International Motorcycles, here in Canoga Park, offered to help us with our project. Larry made some more accurate measurements and told us that he felt that the 100cc engine could be shoehorned into the Mini Enduro frame with a minimum of bother. We decided to go ahead with the project.

A brand new engine was obtained from Yamaha, and both it and the Mini Enduro were dragged over to the excellent shop facilities at International Motorcycles. The mounting of the engine proved to be even easier than first anticipated. The top rear mounting tabs on the frame lined up perfectly with the corresponding lug cast into the engine. In order to lineup the lower rear tabs with their corresponding lug it was necessary to enlarge the bolt holes. So much for the rear mounting points. Rather than weld new front mounting tabs in position, Shoemaker decided to connect the front engine lug to the original mounting tabs by means of mounting plates. These front mounting plates were fabricated of ⅛-inch steel strap.

As we said, the mounting of the engine proved to be surprisingly simple. Some care had to be exercised



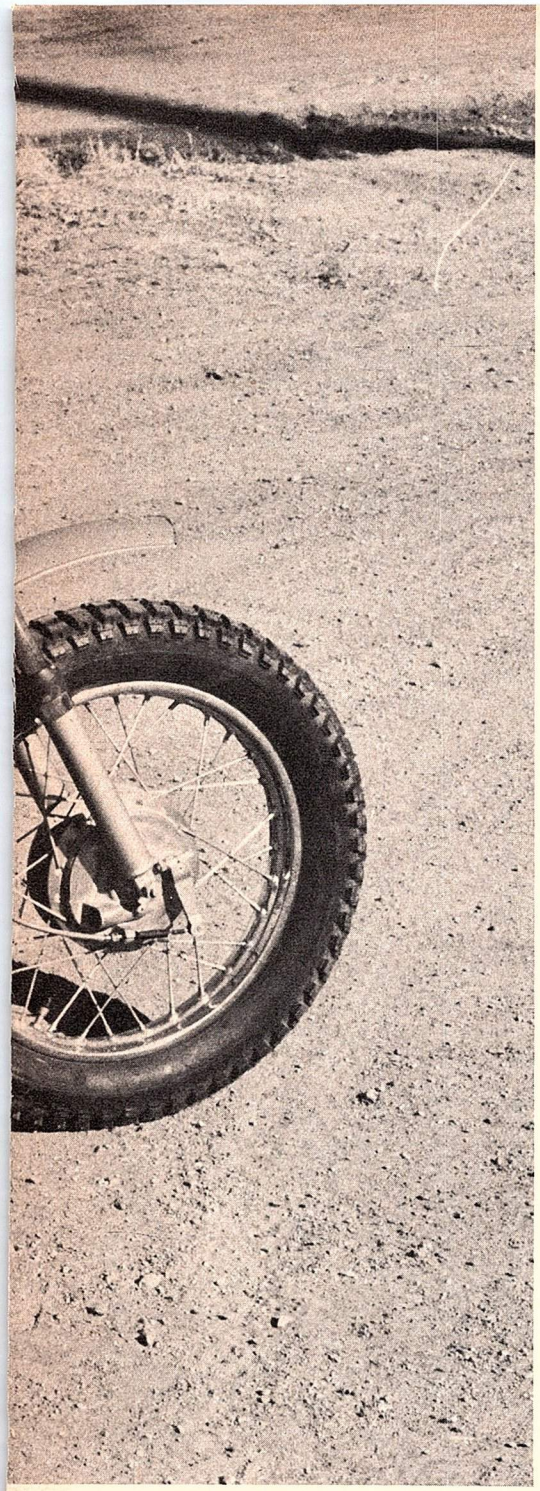
In order to get more rubber on the ground the stock tires were replaced with a pair of 3.25 x 15 boots. These replacement tires are standard equipment on the Indian mini-cycle.

in positioning the engine vertically in the frame. Had the engine been mounted too high the head would have been too close to the underside of the gas tank and it would've been impossible to remove the spark plug. Also, had the engine been mounted too high the gas tap on the tank would have come in contact with a fin on the head. All things considered, the mounting of the engine was one of the easiest steps in the entire conversion project.

For help in the next steps in the Mini Enduro conversion we turned to the Research and Development department of Torque Engineering. The stock pipe nor the stock air cleaner from the 100cc engine would fit with the Mini Enduro frame. Since exhaust systems are Torque Engineering's stock in trade, building a pipe for our racer was no real problem. However, the thing is custom built and it was jigged right on the bike to assure a proper fit.

At first, we thought that it would be necessary to radically modify the frame in order to fit an air cleaner. The clearance between the mouth of the carburetor and the back down tube on the Mini Enduro frame offered a minimum of space in which to work. Fortunately, before taking a torch to the frame we happened to stop by Bill Butler's Fun 'N Fast shop in Northridge, California. We told Bill of our problem in fitting an air cleaner to our little racer and he suggested that we bring the machine by and let him take a look at it. After examining the problem area Bill told us that an air cleaner hose off a Yamaha 125 connected to one of his air cleaner assemblies would probably fit very nicely on the machine.

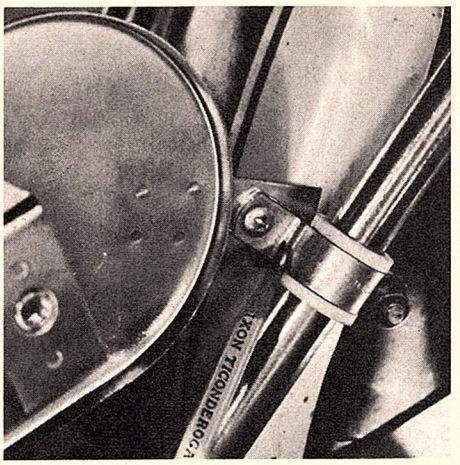
Bill was right. The whole air cleaner assembly went together with surprising ease, and, if you'll pardon the hackneyed expression, it looks like it was designed for the machine. A Filtron element in the cleaner takes

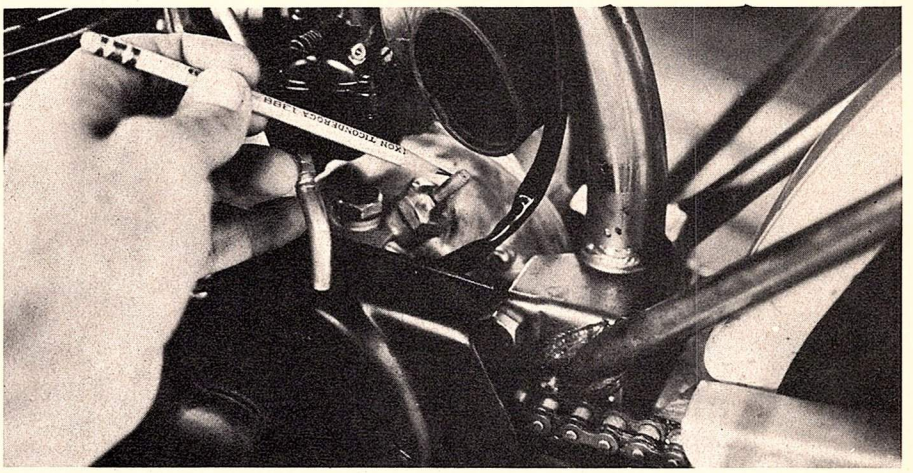


The rear of the air cleaner assembly is supported by this clamp fastened to one of the frame members. Counting the hose clamp, the air cleaner is supported at three locations and is not likely to fall off the machine.

A ten millimeter bolt was brazed to the head of this spring-loading nut. This provides the support for the front of the air cleaner.

Boge shocks replace the stock units. The Boges are standard replacement units designed specifically for the Yamaha Mini Enduro.





care of cleaning the incoming air.

The final step in modifying the inhaling and exhaling abilities of the machine was to weld a spark arrestor/muffler to the end of the expansion chamber. At a later date an even more efficient muffler will replace the one currently on the bike.

The remaining modifications to the machine were done in the interests of safety and performance. The stock suspension on the bike was determined to be completely inadequate to handle the demands which would be made by the greater output of the engine. A Torque Engineering fork conversion kit was used to beef-up the front end of the machine. The Torque kit consists of new chrome moly steel legs, a pair of full-length coil springs and hydraulic dampening units. The Torque conversion worked well on our mini racer and it would be a worthwhile addition to any Mini Enduro. The rear shocks, which are quite adequate on the stock machine, were replaced with a set of Boge dampers.

The suspension modifications made a tremendous difference in the ride of the machine. Prior to the changes, the bike would buck and pitch over even a moderate washboard surface. Now, the bike handles quite well and it can be really forced over the rough stuff.

Prior to our modification project, the Mini Enduro was fitted with a stock rear tire mounted on the front rim, and a replacement knobby on the rear rim. The knobby tire on the rear just didn't get enough rubber on the ground and wheel spin could be induced in any gear by merely blipping the throttle. The front tire also didn't put enough rubber on the ground. When our rider applied throttle in a turn the front end tended to wash-out rather badly. Both tires were replaced with a pair of 3.25 x 15 boots which are standard equipment on the Indian mini-cycle. These tires have a trials universal type of tread which puts a lot more rubber on the ground. Also, the larger tire on the front acts as a "pillow" and helps to absorb some of the jolts.

Mounting the engine presented no real problems, building the pipe took only a single evening and the remainder of the modifications consisted, primarily, of replacing stock components with bolt-on equipment. While the conversion from 60cc's to 100cc's was easy it was not inexpensive. If you were to start with a brand new Yamaha Mini Enduro and then make all the changes that we made you'd be looking at a figure of $800 for the job.

The point in any conversion of this sort is to build a machine that will beat other bikes. With this goal in mind, we can safely say that our Yamaha Mini Enduro conversion has paid off. Right from the start the thing has won races. Because of this, we can say that the entire project was a success. ●

MAIL

(Test continued from page 10)

must be credited to CMC announcer Bruce Flanders who helped tremendously both on and off the mike. Please see that he gets the recognition he deserves.

Larry Huffman

We acknowledge a good job done by both you and Bruce.

They're Out To Get Us Gang!!!

Big brother, the government, has decided to help us (or get us again). They have decided that after January 1st of 1973 every motorcycle sold in the U.S. must have the shift lever on the left side and the brake pedal on the right side. This is supposed to standardize the controls and make things better for all of us. The companies have already started to do this. I visited the local Harley dealer today and sure enough the new Harley Sprint has the shift lever on the left and the brake pedal on the right for the first time in history. The Sportster is still being produced as always with the shift on the right and the brake on the left, but it will change as of January 1st, 1973. They want to get as many produced before the deadline as they can.

Some of the other companies that will be affected will be BSA, Triumph, Norton, Bultaco, Montesa and others. Notice none of these bikes are made in Japan. None of the Japanese bikes will be affected since they already brake on the right and always have the shift on the left and have had it this way. What the government has done is standardize all of the motorcycles according to the Japanese pattern. Why have they done this? Probably because the Japanese have the largest market of motorcycles in the U.S. and it supposedly would be easier to change the other brands.

How will this affect the rider of the non-Japanese brands who has been operating his vehicle with the opposite pattern over the years? One of the first basic rules of riding is for the rider to become so famiilar with his machine that eventually he will be operating the controls automatically without thinking about them. This lets him concentrate on the riding conditions, the road and traffic, etc., which is a definite safety factor. Now all of that is going to have to be changed.

We are going to have to relearn and reverse the controls of the machine if we buy a new one. For many people this is going to be very difficult and dangerous because we are creatures of habits and habits are hard to break. We are going to have to be thinking about these reversed controls all the time to make sure we don't hit the brake when we want to shift and we don't shift when we want to stop. This is a safety hazard in itself. How many people are going to be in a tight situation sometimes and instinctively revert back to the old pattern that they have been so used to over the years? Thinking they are shifting into a different gear they will jump on the brake pedal and go flying over the handlebars. Or, thinking they are hitting the brake pedal they will jump down on the shift lever and instead of stopping they will go slamming into a car or truck. (Text continued on page 78)

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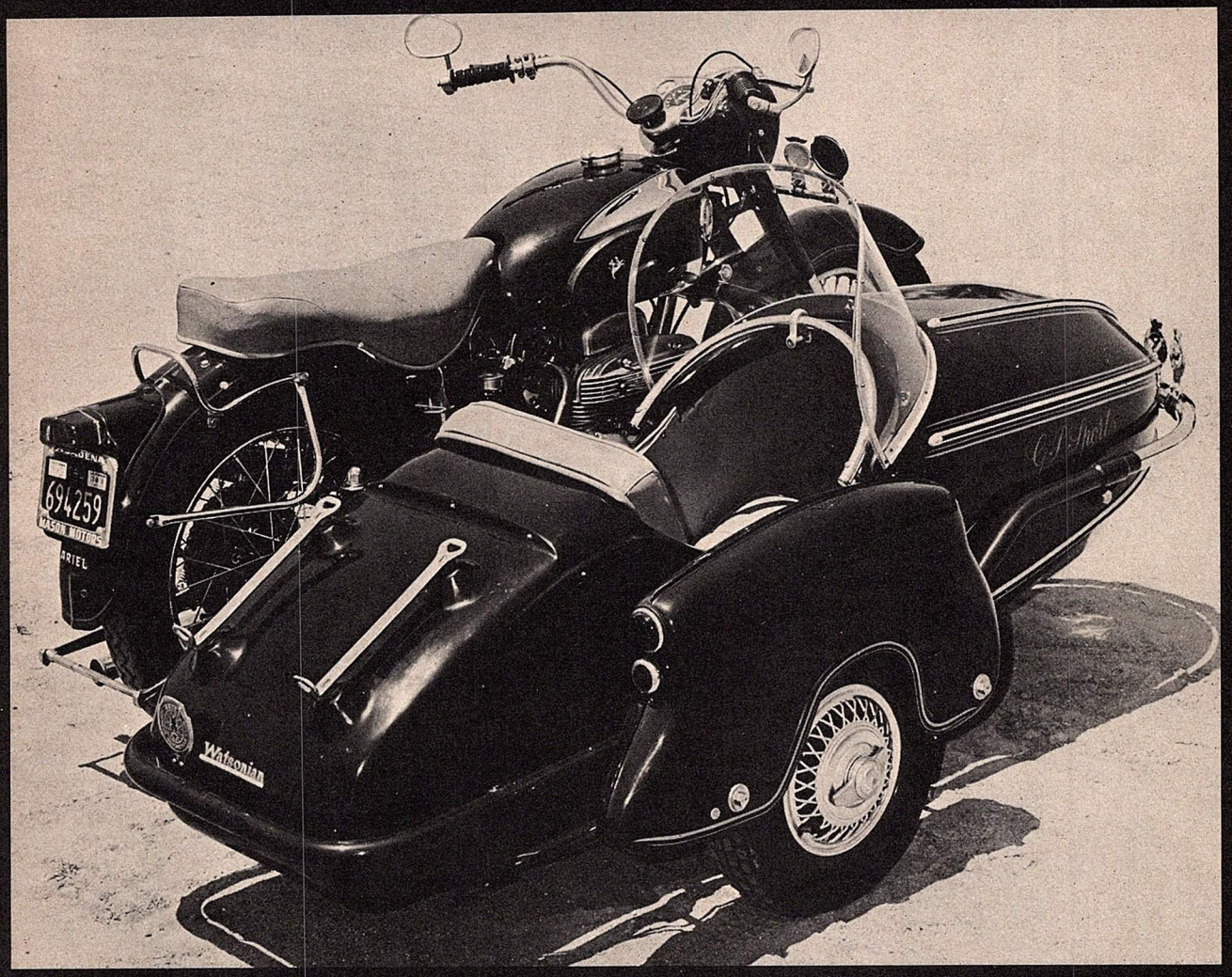
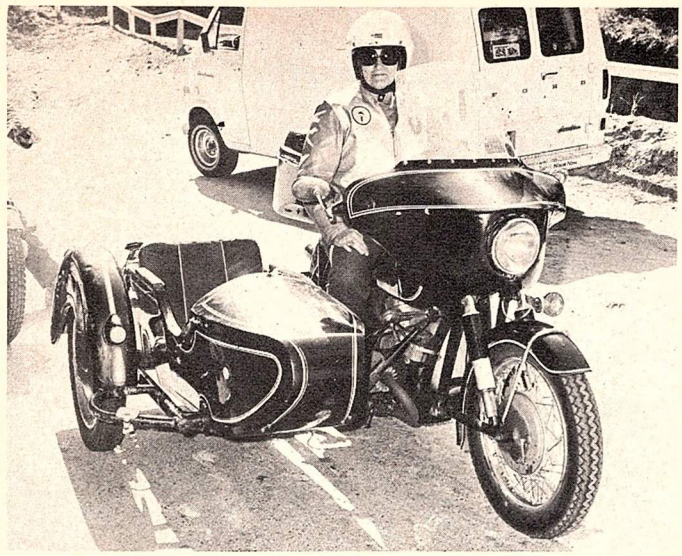


Ted Faber's 1956 Ariel Square Four attractively mated to a Watsonian. Faber's Four was featured in the June '71 issue of MOTORCYCLE WORLD.

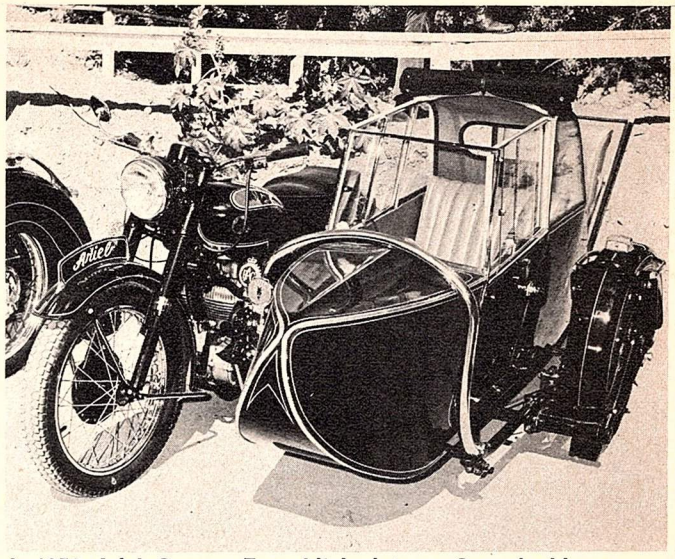
Long ago in America and not so long ago in England, sidecars were a common and accepted means of transportation. A young man could buy a motorcycle for much less than a car and operating expenses were far less. But motorcycles weren't too practical for courting and family transportation. A young man could buy a motorcycle for much less than a car and operating expenses were

SOUTHERN CALIFORNIA SIDECAR RALLY

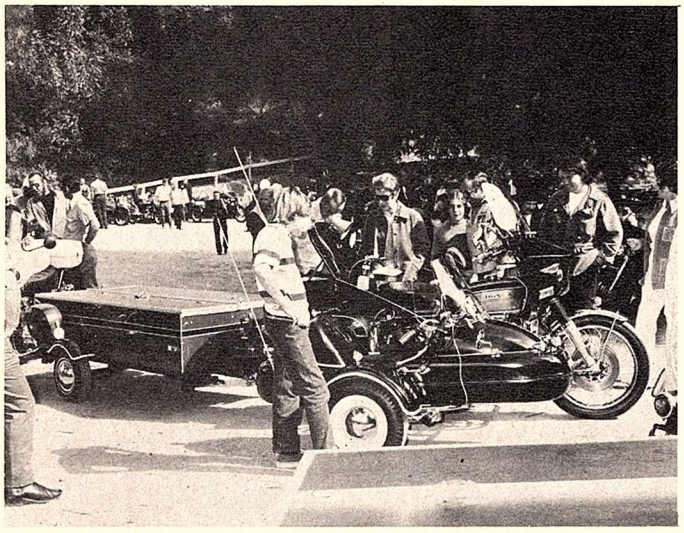
BY GEORGE HAYS



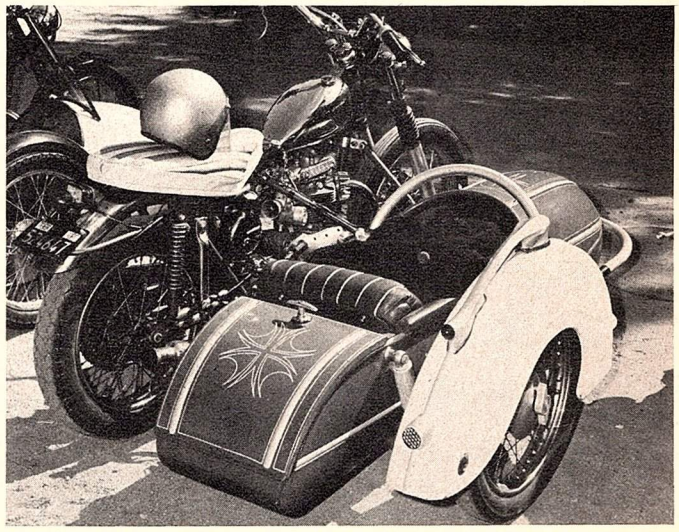
Motor Maid Phyllis Clark has ridden her BMW outfit all over the U.S.



A 1953 Ariel Square Four hitched to a Garrad sidecar owned by Don Bowers.



This Honda Four hitched to a Bingham sidecar and a camping trailer was a major attraction.



Light weight and streamlined, the bullet-shaped Steib is a sought-after collector's item.

Hooking a sidecar to your bike gives you instant social status. Kids flip, and even old ladies with blue hair become friendly.

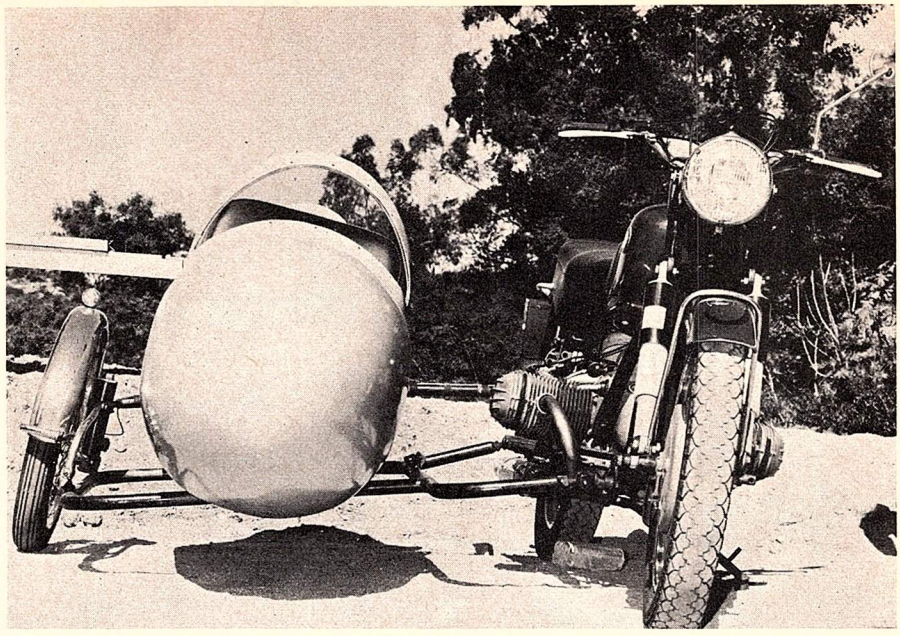
far less. But motorcycles weren't too practical for courting and family transportation, so the next logical step was the purchase of a sidecar.

Then living standards became higher, the price gap between a car and a motorcycle narrowed, and sidecars became a relic of the past.

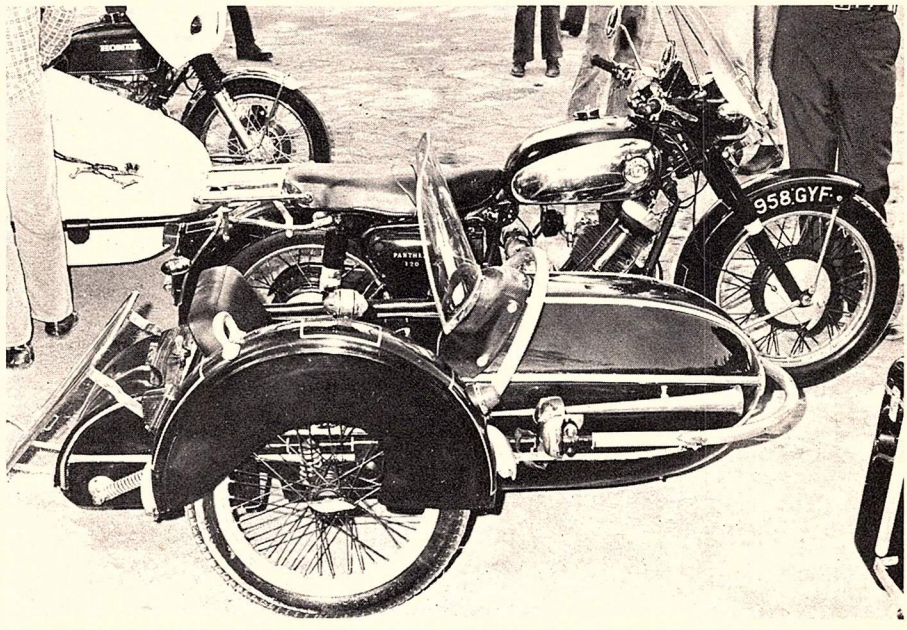
But lately sidecars have been making a comeback. Many riders have rediscovered that besides being a practical means of transportation, a sidecar is a kicky way to have fun with a motorcycle. Sidecar manufacturer Doug Bingham figured the time might be right to organize a sidecar club. He spread the word that there would be a sidecar rally in Griffith Park in Los Angeles on October 15 to see how much interest it would create. Bingham must have been pleased by the result, for over half-a-hundred hack jockies responded to the call. Sidecars of every description showed up, many hitched to classic machines that date back to the golden age of the sidecar. Among the Harleys, BMWs and Honda Fours were a Vincent single, a 600cc Panther single, several Ariel Square Fours, and a Danish-built Nimbus Four.

The sidecar buffs spent a happy afternoon inspecting rigs and discussing the state of the art. Several budding sidecar manufacturers were on hand with prototype models. Comments heard among the crowd were, "Wow, isn't this neat?" and, "Man, I didn't know there were this many sidecars in all of California!" Wives and kids were in abundance also. Girls dig sidecars, and kids go ape over them. This is one aspect of motorcycling that the entire family can participate in actively.

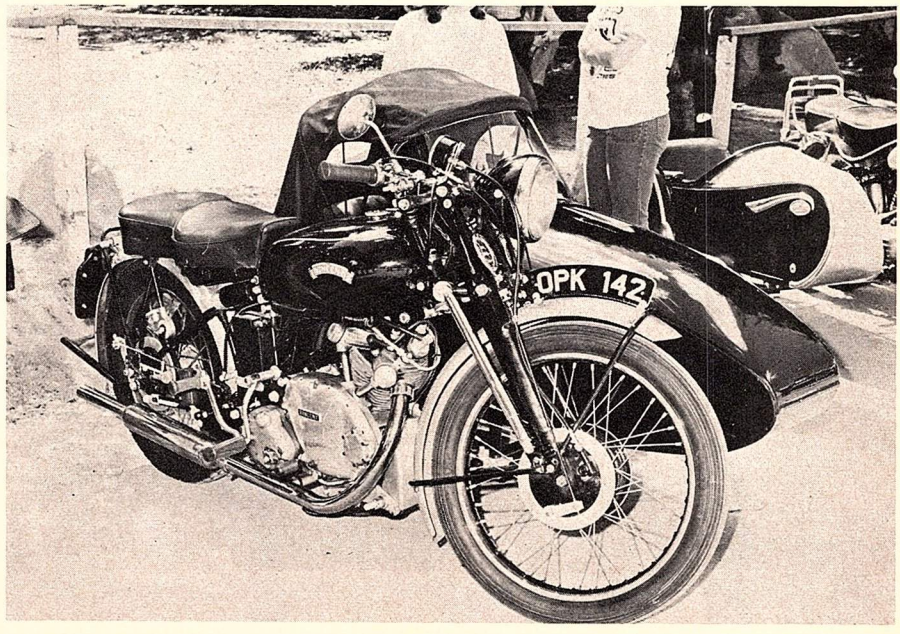
After an afternoon of fun the crowd headed home to eagerly await the next gathering of the clan and the promised tours and picnics. For information contact Doug Bingham, 15838 Arminta, Unit 25, Van Nuys, California. ●



A "Flexi" set-up enables the rig to be banked through the turns like a bike rather than steered like a car.

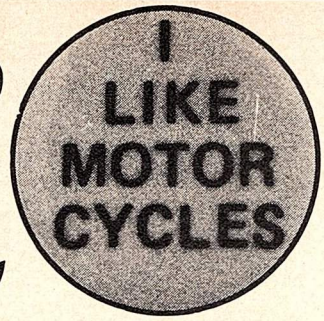


An English Panther and German Steib. The 650cc "sloper" with gobs of torque was designed for sidecar duty.



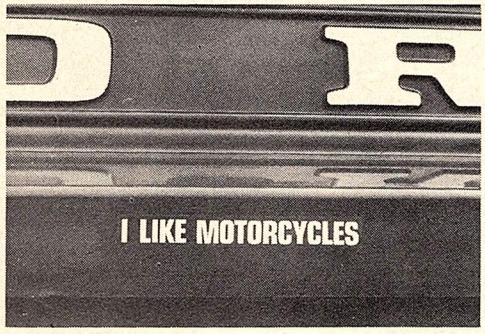
A rare Vincent single. With a simple adjustment on the forks, the rake and trail can be instantly adjusted for sidecar duty.

NEW! FROM GROWCO



1005 I LIKE MOTORCYCLES. Here's the button that will put the finishing touch to that favorite hat or jacket. These large 1¼ inch pins are white with brilliant red type and sell for: **2 for $1.00; 5 for $2.00.**

1010 PAIN HURTS. The button that is guaranteed to bring a chuckle from anyone who sees it—especially those who have gone through an unpleasant experience such as failing to see that two foot ditch while roaring through the desert at 50 miles an hour. OUCH! PAIN HURTS!! These large 1¼ inch buttons are yellow with black print and make a great gag gift. **2 for $1.00, 5 for $2.00.**



1009 I LIKE MOTORCYCLES. These stickers are just the thing to dress up the rear window and bumper of your car, truck, etc.

NOT DECALS! , decals are difficult to put on and they also chip and peel in a short period of time. Our stickers are self-adhesive clear vinyl with durable white type—just peel off the backing and apply to any clean surface. These stickers are sold in a set of two; One for mounting on a bumper or outside surface, and the other is printed in reverse for mounting on the inside of a car window. **$1.00 per set of two.**

1006 WORRY STONE. Trying to quit smoking? Tension getting you down? Bitten off all of your fingernails? Well here's a better way, try this ancient Indian method of relieving tension—just rub the stone with your thumb and be amazed at the calming effect it brings. Stones are hand carved from solid onyx. **$1.00 each.**

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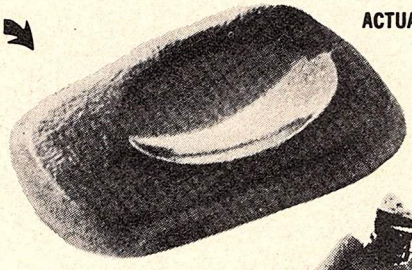

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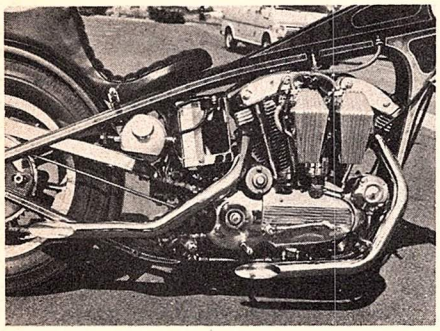
The race proven plates and numbers will be available soon through your local dealer or distributor. The plates are packaged 3 per set with nylon mounting straps and the digits are packed 3 per set (same number) 0-9. No special tools

or equipment is required for mounting.

For the dealer nearest you, write to: **Falcon Enterprises, Inc.,** 3960 S. Marginal Road, Dept. MC, Cleveland, Ohio 44114.



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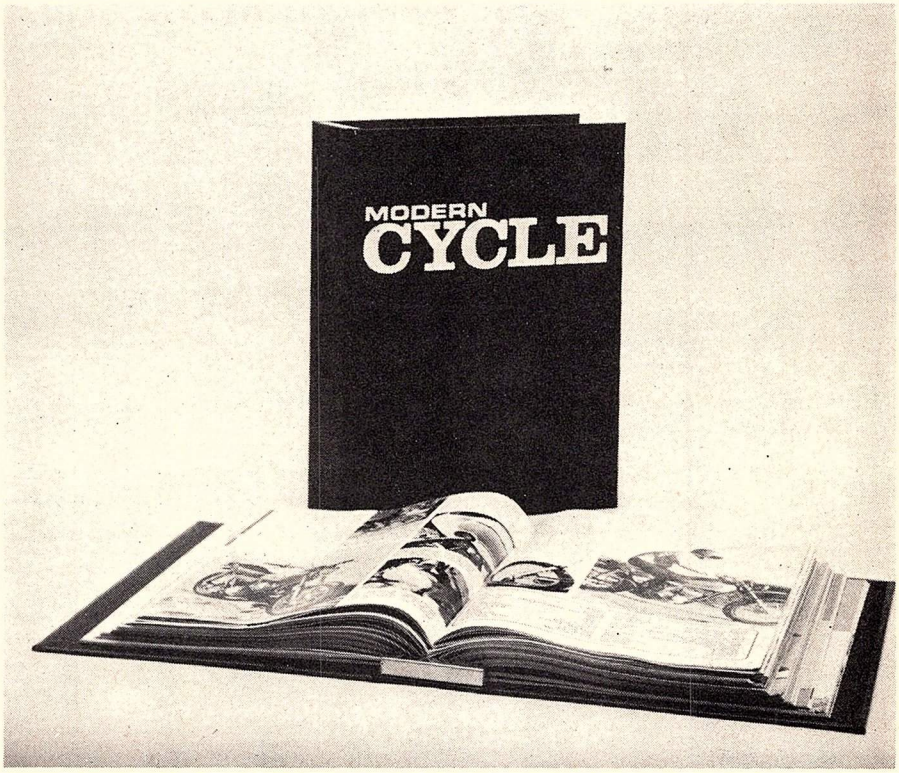

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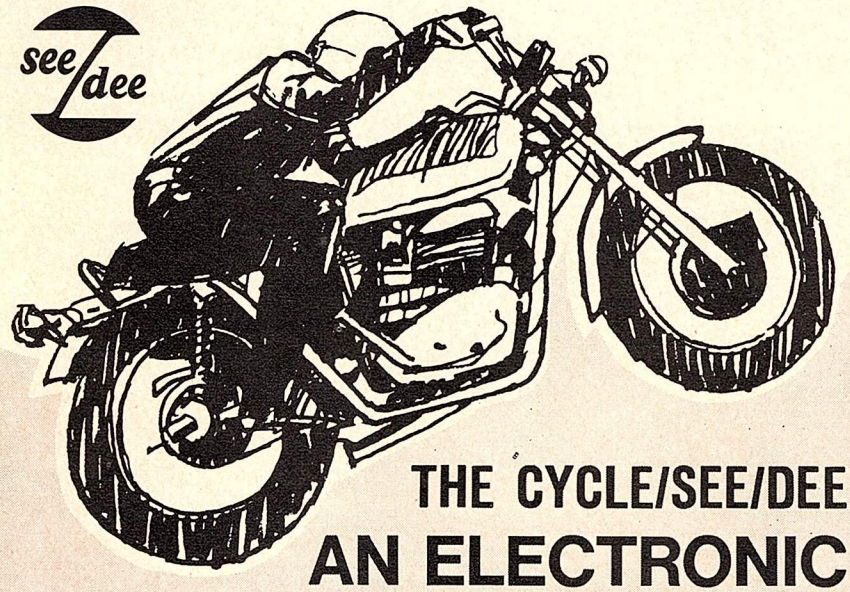
CALIF. RESIDENTS ADD 5% SALES TAX

EUROPEAN SCENE

(Text continued from page 6)

Chandler, and Shepherd on this tough course was no mean feat.

Already feelers are out in Britain for machinery for the 1973 U.S. organized International Six Days Trial. It is envisaged that each country will be limited to a maximum of 30 with the home country as is custom having an excess to this number. It is evident that there is going to be a big scramble in the U.S. for entries with wires being pulled in all directions. European manufacturers are somewhat surprised at the number of self-styled U.S. experts offering to be sponsored (at a fee) by them. With a possible entry limit of 300 the competition for a place in the lineup will be something to behold. Those with ISDT experience backed by manufacturer support should by normal reasoning have preference, but politics may well be dragged into the sport.



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The first autumn Television motocross in Britain produced a win in the main trophy race for Vic Eastwood on his 410 AJS thus repeating this makes 1972 successes in the same contest when Arthur Browning won the same trophy and repeated his win the following month. Browning, now making a rapid recovery after his International Six Days crash, rode as a freelance for AJS in the TV Series, but motocross took second place to his speedway riding during the 1972 summer season. Browning is possibly the best all-rounder in British motorcycle sport excelling at motocross, speedway, Six Days Trial type events, and the one-day sporting trials. He has also had a brief excursion into indoor flattrack racing during its short life. Millions of TV viewers saw Eastwood jump the fold-down starting gate, and after pocketting his winner's check he made the bold statement that he had cheated. He was only one of many who made the same move, but his move was quicker than the opposition. Due to the split-second timing of TV motocross presentation there is no time for a re-run in such circumstances when the program is screened "live."

Former BSA works rider Dave Nicoll appeared on a prototype works Greeves which make will revert to the use of Ceriani front forks in its production range (the Spanish Telesco forks having proved less than satisfactory and out of favor with riders). A determined effort is being made to introduce the latest 250cc Suzuki MX bikes into the clubman market. These gentry have not previously been much impressed by the World Championships won by Joel Robert in 1971 and 1972 on Suzukis in the knowledge that any Suzuki offering to them bore no resemblance to the so very special works machinery.

The 500cc Maico radial finned motocross has the distinction of being at $1,460.00; the most highly priced on the U.K. market.

Kawasaki are to enter the British trials market and have the services of expert Don Smith who had a lot to do with the development of the Montesa Cotas. Smith has returned from a visit to Japan and has been trialling the 450cc prototype. He has the go ahead to sign up a team of three riders and get an official team

(Text continued on page 75)

baja

(Text continued from page 48)

A few hundred yards farther we saw two motorcycles: one Harley towing another down the sandy, rutted road, slowly making their way south. Ready to show them just how swift and helpful we could be, we roared up to them on the loose sand and gravel. Kloesel made a tight turn in front of them and parted company with his bike: they helped pick him up. There was nothing we could do to help them. The sand pits near lake Chapala had ruined the entire lower range of one of their bikes, and they were worried about the transmission of the other.

Late that afternoon we wound our way out of the mountains and dropped sharply into the dry bed of Lake Chapala. The surface is hard and flat: we made a fast trip across. On the other side were the powder sand flats: the surface is a hard, sandy crust covered with a fine, talcum-like sand. Unfortunately, interspersed with this surface are pits several feet deep of nothing but the superfine sand. These are indistinguishable from the hard surface until it's too late. Kloesel rode ahead of me, churning up clouds of powder that seeped through my dust mask and goggles.

North of the powder sand, we rode across the top of a string of hills, along the sandy ridges of mountains, and down in rocky arroyos. Out in the middle of nowhere we came across a house which offered gas and cold drinks for sale. A flock of goats browsed peacefully outside, undisturbed by our arrival. After a 7-Up, we rode on toward the north. At nightfall we pitched our tent in an arroyo, under some date palms.

The next day we passed many ranches: food and gas were readily available. The roads were sandy with occasional pits: we both went down once before we started being careful again. We descended into El Rosarito, gassed up and had abalone for lunch again. Back up in the mountains, we looked down on the Pacific for the second time of the trip. Far to the north, we could see the huge construction machines bringing the road down behind them. We left the ocean and came across the end of the old Baja road: for the next three hours we rode on washboarded construction road with sandy detours. At Colonia Guerrero the pavement began: we started a fast trip toward Ensenada . . . until my chain broke. Prepared for this eventuality, I hauled out my brand-new chain repair kit and set to work.

As the day grew later, the fog rolled in from the ocean, cold, wet and blinding. We couldn't see and were soaked to the skin and shivering by the time we reached Ensenada. Despite the fact that it was almost midnight, Kloesel decided he had to have lobster. Despite the fact that it was out of season and we were dead tired, we rode all over Ensenada looking for lobster. Most of the restaurants were closed. One attempt at asking directions sent us to the local boys' town, by mistake. Their specialty was obviously not lobster: we didn't stay. It was after midnight before I found his lobster in a Chinese restaurant, but the meal was worth it.

The last day of travel, we choked on bus and truck exhaust as we rode high above the Pacific all the way to Tijuana, where we had to stop for customs. The lady customs officer took one look at our dirty, grimy, greasy bags and decided against touching them. She waved us through. We drove on to San Diego to wait for our pickup car.

The Baja offers every type of terrain you'll ever encounter as a dirt rider, including some you may never find anywhere else. Even when the pavement is completed, it will still be a worthwhile ride: there are sideroads, alternate routes and many other attractions.

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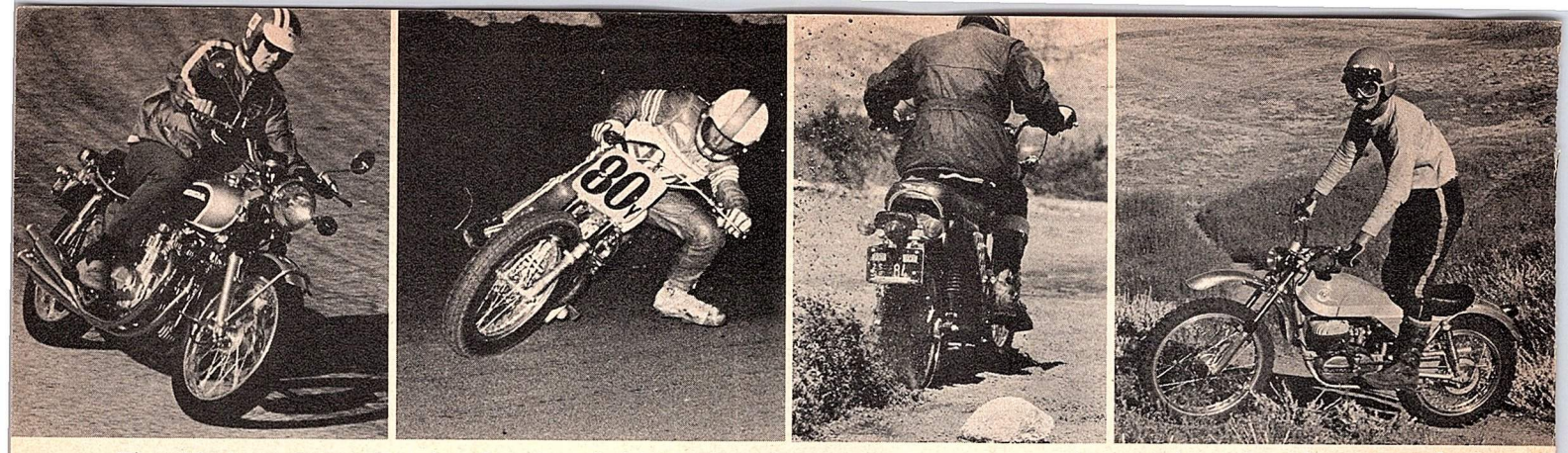

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EUROPEAN SCENE

(Text continued from page 72)

into the 1973 Scottish Six Days Trial.

The International Federation controlling International motorcycle sport has confirmed the restrictions on the use of titanium on motocross machines which may not be used in frames, front or rear forks, wheel axles, etc. Minimum weights are confirmed at 176 lbs. (80 kgs) for 125cc, 194 lbs. (88 kgs) for for 250cc, and 209 lbs. (95 kgs) for 500cc. Some production bikes will have to be advertised with a true weight or add a few pounds of ironwork. Added to the conglomeration at motocross events will be certified weighing scales and an approved operator who will no doubt join the noise meter operator.

Triumph, having introduced its new 500cc Trophy Trail bike, is interested in providing this model for use by the British Six Days Trophy Team in the U.S. organized 1973 event. More so as Triumph's main sales have for many years been in the States—the Trial thus providing a good shop window for its products.

Ake Jonsson, winner of the Trans-AMA Series on a Maico, is being chased by both Suzuki and his present factory for his signature for a long-term contract. Although the first named factory has top moto men Robert and DeCoster with injured Geboers backing them, it would seem good business by Suzuki to sign up the main opposition to a repeat 250 and 500cc 1973 win.

M.V. have confirmed the rumor that they will not contest the 1973 Isle of Man TT races. After last year's event their runner Agostini said that he would not ride there again as the 37-mile course over what are normally public roads, was too dangerous. Also, the record of 100 deaths on the Island course in its near 50 years use should rule it out of the World Series. However, the anticipated demotion of the TT did not come about at the FIM Annual Congress—in spite of much Italian lobbying. So, M.V. just had to confirm their non-participation or lose face and be held to ridicule.

One of the main supporting firms of the 50cc and 125cc classes—the Spanish Derbi factory—has withdrawn from official factory entries in 1973 races.

From that master frame builder Eric Cheney comes the latest list of "goodies": Cheney ISDT replica (powered by Triumph), frame kits for the Yamaha DT-2 and RT-2 motocross, and frame kits for the 125cc Sachs MX which will also accept with slight modifications the Yamaha 125 and 175 motors. Also announced is a new Cheney front fork incorporating much weight saving (it's special alloy). Included in his list is the Montesa Cota frame set-up with an all-plated finish. Truly a craftsman! As has been said before, when a better frame is built it will still be a Cheney. •

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NUTS AND BOLTS

(Text continued from page 26)

even stopped carrying a spare plug. You've got to face facts fellows, for just down-right fun and an enjoyable day of trouble-free riding you just can't beat the little Hondas.

Larry Mitchell
Gruver, Texas

I thought we covered all that in our nose-to-nose article. Maybe you better read it again.—Ed.

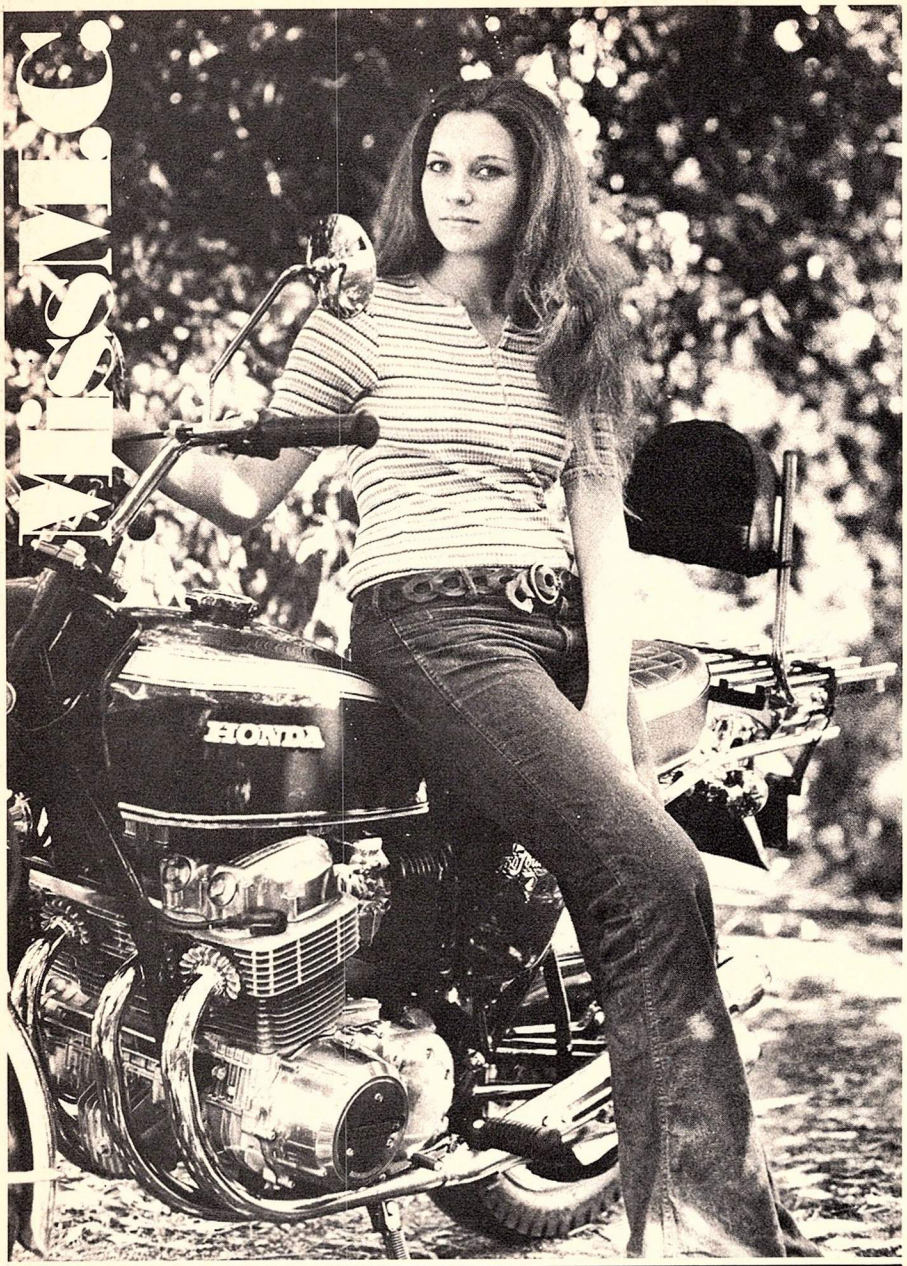
Dear Sirs:

I have a Honda 150cc Dream model CA-95 (outdated). The bike itself is not very versatile, but I'll try anything once. I've enclosed a picture of a Triumph. I would like to rebuild my bike like the Triumph. Do you think it can be done? If so, tell me where I can get the frame and give an estimate. Then, too, is it worth it? Also, I'd like to overhaul the bike. I'm only armed with a repair manual and knowledge on small engine repair. Do you think I should tackle the job myself; after all, with this thing I don't have to worry much if I "muff" it. Any information will be appreciated.

Craig Harris
Toano, Virginia

If you're very ingenious and creative you have an opportunity to do something that would be interesting and rewarding. Your Benly (it's not a Dream) was one of the first Honda models brought into the country and as such has considerable intrinsic value. While it is certainly not an antique or classic it is a special interest motorcycle and worth the time and effort to restore it to its original *condition.—Ed.*

MISS MC



Miss Tina Spollino has been voted as Miss Modern Cycle for the month of March. Tina was originally from Los Angeles, however she is now a student attending school in the state of Washington. Tina's hobbies consist of travelling all over the country and, as the photographer states, she owns her own Honda 50 which she has a habit of riding through fences. Tina prefers to be a back seat driver on Erick Grandburg's 750 Honda. Erick sent in this winning photograph, and for his efforts he shall receive a check for $5.00 and a free one-year subscription to *Modern Cycle* Magazine.

Got a pretty gal and a good looking motorcycle? Put the two together in the best photo you can take and enter it in the Miss Modern Cycle competition, a regular feature in every issue. Photos should be clear glossy black and white prints at least 4″x5″ in size. If your photo is one of those chosen for use in the magazine, you'll receive five dollars and a one-year subscription to *Modern Cycle.*

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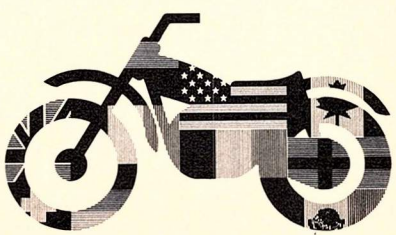

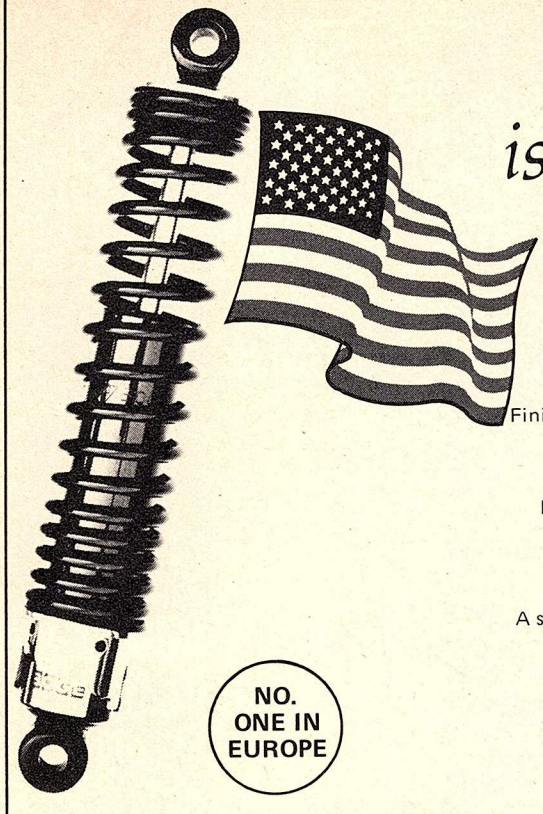

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MAIL

(Text continued from page 66)

Knowing the government they will probably come up with some real fine answers to these problems. For instance, if they legislate seat belts for us that would probably keep us from flying over the handlebars. Can you imagine being tied on your motorcycle and wiping out at 60 or 70 mph? Ugh, suicide! Someone should charge admission to see such a sight. Or maybe now that they have (the government) increased our chances of having an accident they will finally get around to repealing the helmet law, just in time for us to go crashing on our bare heads.

Maybe this entire legislation fits into their overall plan for controlling the population explosion, they wouldn't do that, would they? On second thought maybe they would, who cares about a few million bike nuts anyway? I do because I'm one of them and so are you.

There is at least one or two manufacturers that make a conversion kit for some of their models that lets the rider install the brake and shift lever on either side he wants. Why couldn't all the manufacturers do this and have this as the government standard? At least this way we would have a choice.

Roger Frayre
Lansing, Mich.

Hopefully, man is an adaptable animal. Our test staff moans about the variety in control position, yet they seem to manage with an absolute minimum of accidents. In the long run standardization will make the motorcycle a safer vehicle; I'm for that.

MODERN CYCLE PHOTOCONTEST

The winning photograph in this month's Action Photo Contest was captured by Gary Terrel of Amarillo, Texas. The unfortunate person in the photo is Jim Wright doing something very wrong. You just know it must've hurt! It was stated in the letter from Gary which accommodated this action photo that Jim later traded this 250 Yamaha for a 360. The reasons were not mentioned. For sending in this wild pic, Gary Terrel shall receive a check for $5.00 and a free one-year subscription to **Modern Cycle** Magazine.

Here's your chance to win a five-dollar bill plus a year's subscription to MODERN CYYCLE simply by sending in a good action photo involving any two-wheeled motor vehicle. For each photo we use, we will pay you $5.00 and a one-year subscription. Photos should be CLEAR glossy BLACK and WHITE prints at least 4″ x 5″ in size. On a separate sheet of paper give us as much information as you can concerning the photo. Send your entries to: Action Photo Contest, Modern Cycle Magazine, 7950 Deering Avenue, Canoga Park, California 91304.

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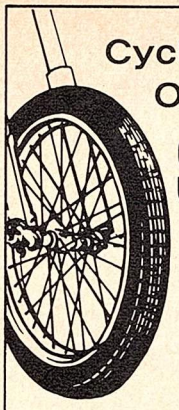

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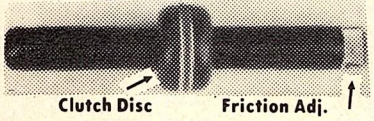

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UP ON THE PEGS

(Text continued from page 53)

Clint Eastwood feature film "Coogan's Bluff." There, good guy (Eastwood) and bad guy (Don Stroud) led a merry chase through Fort Washington in New York City. But even then bad guy Don Stroud (who played a wanted doper) was depicted and established as a motorcyclist. The studio slipped in the motorcycle chase sequence to give the film a little excitement.

Having performed the stunt riding for Don Stroud in "Coogan's Bluff" and also the bit this story opened with, I have very mixed emotions as to my part in projecting this bad image. (Although if I didn't somebody else would because the money is more than difficult to pass up.) Silent film genius Mack Sennett used motorcycles and stuntmen along with open touring cars and roadsters to create some of the wildest and most hilarious antics ever seen in the motion pictures.

The bad image for motorcyclists came as a result of the financially successful movie "Wild One" starring Marlon Brando. It depicted motorcycle gangs and the violence that goes along with them.

The impact of the "Wild One" wasn't felt until small producers started making films from their briefcases and living rooms. Peter Fonda showed them how when he did the tremendously successful "Easy Rider." It was made with very little money when compared to the going price for producing a feature film, and made barrels full of cash. Had I buried my feelings on this subject and gone on the film with Peter when he asked I would probably be living in Beverly Hills and driving a Cadillac.

The Hell's Angels theme has been so overdone these past few years they have lost their box office draw. The market's been saturated by this trash and there's no impact left. I've talked to a lot of people about the bad exposure motorcycles get on the Boob-Tube and Big Screen and they apparently have very little concern about it. I wonder if I'm just overly self-conscious about the whole darn subject. ●

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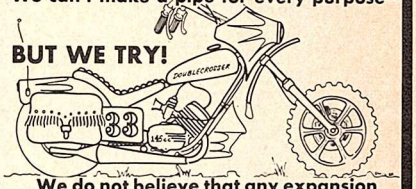

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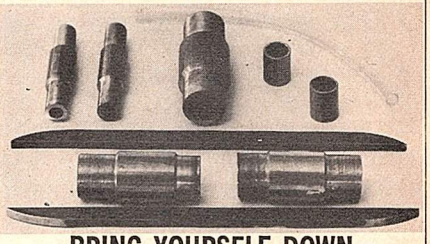

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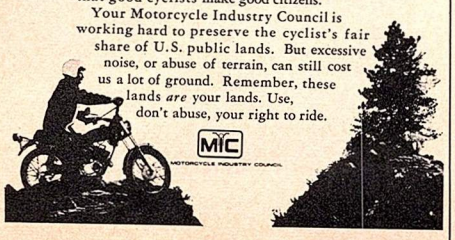


POWDER PUFF POWER

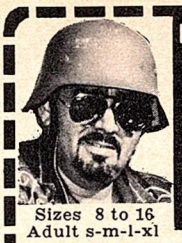
(Text continued from page 13)

As the sun started to descend, Joel felt it was time to call it a day. After all we'd been riding since late morning and we only had two 15-minute breaks. A few of the girls were so exhausted that they were unable to complete the school. I would have been pooped too had I not been out practicing the day before at Saddleback Park. Joel had watched me at Saddleback that day and kept telling me to ride longer.

As far as the fee for the day of instruction, Joel didn't want any money—he did it because he wanted to. This shows what a super person he really is, busy schedule and all. The girls didn't get away without paying though. They were charged $5.00 each for, you might say, the betterment of motorcycling in California. The money was donated to Russ Sanford, the motorcyclists' voice in the State Capitol at Sacramento. His organization is known as Motorcycle Owners, Riders and Enthusiasts (MORE). Russ is a lobbyist who survives solely on donations from the motorcyclists in California to head off such things as the mandatory helmet bill and the mandatory headlight bill. If you are a Californian and would like to help Russ out, send your donation (anywhere from $1.00 on up) to MORE, P. O. Box 26062, Sacramento, California. 95826. It is a great cause—he's helping you!

Joel's efforts did not go unrewarded. Indian Dunes Motorcycle Park donated a trophy for us to show our appreciation. The inscription read, "In Appreciation to Joel Robert for the All-Girls MX School, From the Powder Puffers of Southern California." He was really surprised! Joel seemed both humble and happy as he accepted the trophy. I asked him if he was going to take the trophy back to Belgium. He said, "Yes. No one else has a trophy for teaching girls how to ride!" After our little presentation Joel autographed a bunch of photographs for us and we also had a drawing for his racing jersey. It was fun—we were all waiting to see if he'd raffle off his leathers next!

You never can tell what will happen next. Could it be possible to have Lane Leavitt give a few pointers in the rugged Michigan trials country? Or, how about the Penton family showing us what it takes to compete in the Six Days? Start exercising and taking those vitamins! KEEP ON PUFFIN'!! ●



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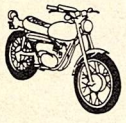

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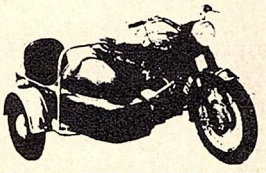

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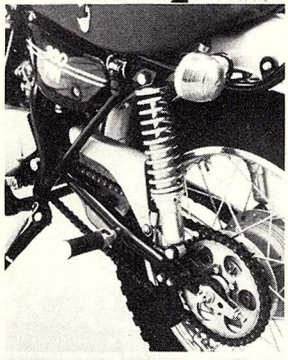

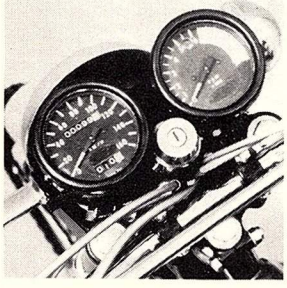

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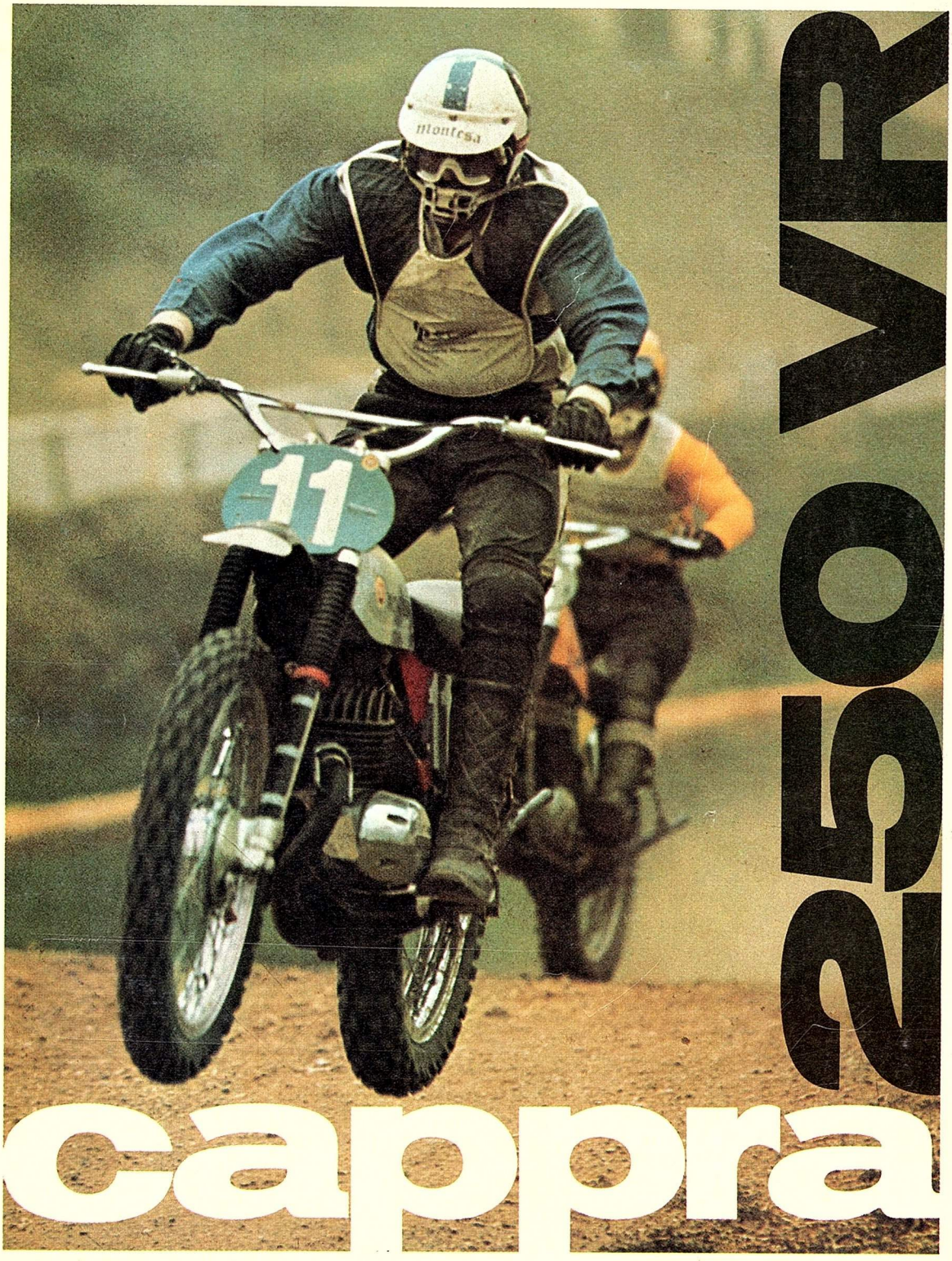

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